



Public Involvement Summary Report

in support of the
US 40 Corridor Study

**MP 21 in Wasatch County to MP 147
in Uintah County, Utah**



UDOT Project No. S-0040-65(21)

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1.0 Introduction and Setting

U.S. Highway 40 (US 40) is a public highway facility that is intended, designed and operated to meet the needs of the traveling public for personal and commercial use. US 40 has a substantial volume of increasing commercial traffic to support the development and operation of the region's oil and gas industry as well as a growing residential population. US 40 is the only major route for travel between the Uintah Basin and service areas in Salt Lake City and the Wasatch Front. US 40 is also the primary route to access significant local and regional recreation resources and attractions including Dinosaur National Monument, Strawberry Reservoir, Flaming Gorge Reservoir and the Green River, along with a myriad of motorized and non-motorized trails, camping facilities and hunting areas. When planning for improvements to meet the current and future needs of the corridor it was appropriate that the planning process include meaningful opportunities for public participation so that the final plan recommendations incorporate actions that accurately reflect the needs and concerns of corridor users.

1.1 General Public Involvement Strategy and Elements

The strategy for involving the public in the US 40 Corridor Study (Study) included a variety of activities, integrated together into an overall Public Involvement Plan (PIP). The PIP was designed to meet the needs of corridor users and area residents while supporting the overall planning process. The public involvement activities were designed to help ensure that the process identified and addressed the most important user needs and involved the public and key stakeholders in the determination of the most appropriate and realistic improvement recommendations, with a goal of identifying solutions to meet the identified corridor needs. In general, activities included interviews with key corridor stakeholders, workshops with community and county elected officials and staff, interviews and workshops with stakeholder representatives and agencies, public open house events for general public participation, one-on-one discussions with Study representatives and electronic participation opportunities via the Study web site and comment forms. Activities were held in Vernal, Roosevelt, and Heber City to provide access for residents corridor wide and to improve participation. These activities were augmented by Public Involvement Support Tools that included corridor-wide mailings to up to 1500 corridor residents, a Study brochure and newsletters, and a series of media releases to inform and invite participation at Study events. The PIP was developed in

partnership with the Utah Department of Transportation (UDOT) and included opportunity for adjustment of activities as needed to meet the needs of the Study and participants.

See Table 1.1-1 for an outline of the public involvement activities and schedule of occurrence and Table 1.1-2 for a listing of public involvement support tools.

Table 1.1-1. US 40 Public Involvement Elements and Schedule

Item	Date
Stakeholder Interviews	February / March 2007
<ul style="list-style-type: none"> Identify issues and invite participation in the process 	
Public Workshops – Round #1	Late April 2007
<ul style="list-style-type: none"> Intro the project and present basic existing conditions Identify public issues & concerns ** Included tribal presentation 	
Stakeholder Workshops – Round #1	Late April 2007
<ul style="list-style-type: none"> Intro the project and present basic existing conditions Identify additional issues / Refine and clarify as needed Discuss preliminary corridor vision and goals 	
Agency Meeting	Mid August 2007
<ul style="list-style-type: none"> Project orientation Review existing conditions / Present future corridor conditions Add new data, corrections, related info as needed Present / discuss corridor vision and goals Discuss draft feasible improvements / Gather comments 	
Stakeholder Workshops – Round #2	Mid August 2007
<ul style="list-style-type: none"> Present future corridor conditions Present corridor vision and goals Present draft feasible improvements / Gather comments 	
Public Workshops – Round #2	September 2007
<ul style="list-style-type: none"> Present future corridor conditions Present corridor vision and goals Present draft corridor study recommendations Gather comments ** Included tribal presentation with staff 	
Community Presentations	August / September 2007
<ul style="list-style-type: none"> Present Study status and discuss key community issues Present / gather comments on Study recommendations 	Scheduled as needed

**Table 1.1-2. Public Involvement Support Tools**

• Media Coverage (Newspaper and Radio)	As needed to support Public Involvement Plan
• Comment Forms	Coordinate with public events and project needs
• Introductory Study Brochure and Newsletters	At introduction and prior to each public workshop
• Bulk Mailing / E mail List	Corridor-wide Project kick off / Ongoing use / Upcoming events
• Study Web Site (as part of the UDOT web site)	To provide information and gather input
• Community Presentations (to be determined)	To present Study information and gather input
• Contact list of Study Team	For miscellaneous stakeholder / public contacts

1.2 Public Involvement Goals and Objectives

A series of goals and objectives were established to guide the development and implementation of the public involvement activities.

Goals

- To create a high degree of public awareness about the study's purpose, process, and opportunities for public involvement
- To develop public trust in the process, consultant team, and UDOT
- To meet area residents' unique needs and expectations for participation
- To provide timely opportunities for participation at project kick-off and at key decision points during the process
- To identify and address the most important public and user concerns
- To foster understanding of and support for the final study recommendations among residents, local governments, state and federal government agencies, and key stakeholders
- To effectively involve agencies in planning for US 40 corridor improvements

Objectives

- To produce and distribute clear study information that meets public needs
- To keep the study Web site information current
- To update the study mailing list as needed
- To clearly communicate study information through the UDOT Public Involvement Coordinator to the local media



- To keep UDOT informed regarding public input and perspectives
- To inform UDOT of any outstanding public issues that may require changes in the PIP



2.0 Stakeholder Interaction

Interaction with corridor stakeholders occurred in two ways: during initial interviews to introduce the Study and identify key issues and during the two rounds of stakeholder workshops to refine and prioritize issues and review preliminary improvement projects and study recommendations. Interviews and participation with stakeholders involved community and county government representatives, elected officials, tribal representatives, interested organization representatives, oil and gas / trucking industry representatives, planning administrators, school district representatives, special transportation district representatives, BLM, USFS, UHP, UDOT maintenance staff and user groups.

2.1 Stakeholder Interviews and Highlights

Interviews were conducted in person or over the phone at the beginning of the process with individuals and small groups that involved approximately fifty (50) stakeholders across the corridor. The interviews were conducted during February and March 2007.

Highlights of Stakeholder Interview Comments/Concerns

Initial stakeholder interviews identified the following major comments and concerns regarding the corridor, its operation and future needs. A complete list of the comments received during stakeholder interviews is included in Appendix A and a summary of comments is included in Appendix B (a print out of the comment database).

Safety

- Increasing traffic volumes, especially large trucks
- High speeds
- Passing conflicts
- Slow moving vehicles/trucks merging and access conflicts
- Narrow shoulders
- Insufficient roadway capacity, primarily Duchesne east to Jensen

Congestion

- US 40 is increasingly congested with frequent delays, especially in the east end of the corridor from Duchesne east to Jensen
- High volumes of heavy truck traffic due to the growing oil and gas industry

Intersection Conflicts

- Many intersection conflicts, especially with large slow moving trucks accessing US 40
- SR 88, 12-Mile Rd., Pleasant Valley Rd., Bridgeland Rd., SR 87, SR 191, Bonanza Rd., Vernal Ave., and others near and through Roosevelt, Vernal, Duchesne and Naples
- Turning movement conflicts – on/off US 40 – with large slow moving trucks, lack of dedicated left turn lanes, accel/decel lanes

Design

- Insufficient lane capacity to meet traffic demand and minimize delays
- Duchesne to Jensen
- Through Daniels Canyon
- Narrow roadway/narrow shoulders throughout corridor
- Insufficient number and length of passing lanes to safely meet traffic demands
- Passing lane ending at top of hills – too short, safety concern, limited visibility
- Lack of school bus pull off locations throughout corridor to get buses completely off US 40

Environmental

- Frequent wildlife strikes – throughout corridor
- Lack of adequate stormwater/roadway runoff control and drainage systems compatible with community infrastructure
- Hazardous material in and leaking from trucks
- Incorrect placard use to identify hazardous materials
- Livestock on roadway through Daniels Canyon



Community Transportation Issues

- Community transportation issues as identified during previous UDOT/Community planning efforts – should be considered for inclusion in the US 40 Study as appropriate

2.2 Stakeholder Workshops

Two rounds of stakeholder workshops were held at key decision points in the process. Stakeholder Workshop #1 was conducted early in the process to refine issues identified during interviews and determine priority areas of concern. Stakeholder Workshop #2 was held near the end of the process to present and gather input regarding the list of proposed improvement projects and plan recommendations prior to presentation to the public.

2.2.1 Stakeholder Workshop #1

Stakeholder workshop #1 was held April 30, 2007, in Vernal, May 1 in Roosevelt and May 2, 2007, in Heber City. This first round of workshops involved representatives from local city and county governments, UHP, local school districts, county sheriff's departments, BLM, USFS, Bureau of Indian Affairs and the Uintah Transportation Special Service District. Specific results for each of the meetings are shown below.

Stakeholder Workshop #1 in Vernal, Utah (April 30, 2007)

Attendees

- Lt. Jeff Chugg, UHP
- Uintah School District
- Troy Ostler, CIVCO Engineering
- Paul Rodriguez, BLM
- Naomi Hatch, BLM
- Cheri McCurdy, Uintah Transportation Special Services District
- Tammy Ferguson, Uintah County Roads
- David Haslem, Uintah County Commission
- Jeff Messell, Sheriff of Uintah County
- Matt Cazier, Uintah County

- Keith Campbell, Chief Deputy, Uintah County Sheriff's Office
- Craig Blunt, Naples City
- Shawn Derbyshire, BLM
- Kelly Harris, DMJM Harris

Study Team Representatives

- Walt Steinvorth, UDOT
- Bill Townsend, UDOT
- Vince Izzo, HDR Engineering
- Dana Holmes, HDR Engineering
- Mike Pepper, KMP Planning

Meeting Summary

Introductions and presentation of the Study status, followed by discussion, questions and comments as follows:

- Lt. Chugg mentioned that LEDC is doing a study on hazmat in July/August 2007 to verify the contents of trucks traveling US 40. Currently, many trucks are hauling materials with incorrect placards, so nobody knows what is actually being hauled. They will share information once study is complete.
- Comment stating that traffic count data is not accurate due to the time of day (8 AM to 2 PM) and location of traffic counts (counts were held at MP 141, 129 and 122) However, there is a lot of truck traffic from 4 AM to 6 AM that was not counted.
- Kelly Harris and Cheri McCurdy from Uintah Transportation Special Services District are working on verifying traffic count numbers within the month of May 2007.
- School buses from Vernal to Pleasant Valley: buses have to leave 35 minutes early to make pick-up times. Kids are spending more time on the bus.
- Black ice around Jensen; request for UDOT to maintain better.
- BLM projected an increase in oil and gas leases (about 1,300 permits this year).



- BLM has information on wildlife (prairie dog towns). If project team sends BLM the shape file of what it has so far, BLM can verify/correct with the information they have.
- Need to look at US 191, trucks come from US 191 (no weigh stations) onto US 40.
- Traffic counts may also be off because there is a lot of movement within Uintah County that is not considered interstate traffic.
- BLM oil and gas wells, potential for huge increase and could happen at any time. This would result in large traffic increase.
- Consider leaving US 40 the way it is and build new road.
- Safety and congestion issues go hand in hand.
- College campus being built. New Lowes coming to Vernal.
- US 40 between Roosevelt and Vernal has constant traffic
- UDOT stated that this summer they are adding a lane in the “Twist” and extending passing lane.
- Vernal needs left turn signal within town.
- If we deal with congestion, intersections, and roadway design (in that order) we would solve the safety issue.
- Traveling into Vernal (near scenic view) there is a bottleneck because lanes are reduced (~MP 141-142 and 2500 W). A new shopping area is going in there and it will only get worse.
- 1500 S (East Side) big trucks are a problem; need design improvements.
- 2000 South Halliburton complex, planning and going to be a problem (especially for Access issues)

Discussion regarding interface between city, county and state:

- Naples city says they do not know the rules regarding access and what they can do.
 - Mike Pepper stated that this study is a way for the city to make policy recommendations to guide development and support their city plans.
 - UDOT stated that there are rules on where access can go, but UDOT does not know what the city wants and is planning.

- County usually defaults to UDOT
- County doesn't have a way of incorporating approval or disapproval of access into city planning.
- In Naples, aesthetics are an issue (scrap yards). Does the state have any enforcement over these yards?
 - UDOT stated that aesthetics are a local government issue.
- UDOT stated that they do not want to implement projects that the public does not approve of. Therefore, UDOT wants city and county input on the corridor study plans.
- Naples City asked about other small cities that have had success in corridor studies and road improvement.
 - Mike Pepper responded stating that Island Park, Idaho has planned a road enhancement project to add lanes and incorporated road lights, curb, gutter and sidewalk enhancements to make the area feel like a community.

Stakeholder Workshop #1 in Roosevelt, Utah (May 1, 2007)

Attendees

- Rod Harrison, Kirk Wood and Kent Peatross, representatives from Duchesne County Commission
- Karnel Murdock, Bureau of Indian Affairs (BIA)
- Mike Hyde, Duchesne Planning
- Nick Lundstrom, Duchesne Area Chamber of Commerce
- Lt. Chugg, UHP

Study Team Representatives

- Walt Steinvorth, UDOT
- Bill Townsend, UDOT
- Vince Izzo, HDR Engineering
- Dana Holmes, HDR Engineering
- Mike Pepper, KMP Planning



Meeting Summary

Introductions and presentation of the Study status, followed by discussion, questions and comments as follows:

- BIA: Fort Duchesne Junction going westbound is congested (MP 121). There is a single lane at 4000 South, Roosevelt (Lemon Lane) and just past Myton and Sellers Canyon (Bridgeland).
- The passing lane is too short at White Rocks Junction.
- Duchesne to Vernal is very congested.
- Need restroom facilities near scenic overlook area (Starvation Overlook). (State tourism dollars may be used to fix this area, not definite yet.)
- Farmer traffic from Bridgeland to Myton slows traffic. There are no turn lanes or shoulders to pass or for farm vehicles to pull over and let cars around.
- Wetland from Bridgeland to Myton big chokepoint, congested. Is road widening possible because of the surrounding wetlands?
- Will this study look at drainage? Vince Izzo stated that it will look at general drainage problems but detail will be in the design process.
- Residential and non-residential development (non residential between Roosevelt and Myton) may request for new business and camper sites.
- Proposing industrial area outside Roosevelt (private developer, not approved).
- Development on southeast side of Duchesne, blind access to commercial area. Safety is an issue, needs to be fixed. According to UDOT standards, this area doesn't meet warrant level for improvement (need 100 cars per day, but only have about 30 per day – but still very dangerous).
- Mike Hyde, the Duchesne planner is coordinating with Region 3 on development and access onto US 40.
- Stop light at access of tribe facility needed.
- Mike Hyde stated that Tribal billboards need to be improved or removed for aesthetics.
- Oil and gas data should be updated because the USFS will soon be approving 400 new wells (in addition to the 1300 approved by BLM). Traffic will drastically increase.

- Duchesne County has information on number of vehicles coming out of Nine Mile Canyon (this will be increasing soon). Will be a problem at Pleasant Valley intersection.
- Addition of signs along the corridor would be helpful to prevent accidents (arrows on turns, slow, stop, sharp curve, etc) especially at Strawberry Reservoir and Daniels Canyon.
- UDOT mentioned a few projects that are in the pipeline for this summer:
 - Ballard 2500 East to Big O Tires, extend shoulder and add turn lane
 - Myton (Lemon Lane), adding passing lane
 - Passing lane project at MP 136 to current passing lane in the Twist
 - Ioka Junction: fix intersection and turn lane in Roosevelt
 - US 40 and SR 121, bridge coming from east changes from four lanes to two lane on bridge, back to four. (Bridge improvement might be on schedule but Bill needs to double check.)

Stakeholder Workshop #1 in Heber City, Utah (May 2, 2007)

Attendees

- Robert Riddle, Wasatch County
- Kaise Allen, Wasatch School District
- Kipp Bangerter, Wasatch County
- Wayne Jager, UDOT Systems Planning and Programming
- Randall Richey, UHP
- Al Mikelsen, Wasatch County Planning
- Julie King, USFS, Uinta National Forest
- Allen Faucett, Heber City Planning
- Kevin Peterson, Benchmark Engineering

Study Team Representatives

- Bill Townsend, UDOT
- Wayne Jager, UDOT
- Vince Izzo, HDR Engineering



- Dana Holmes, HDR Engineering
- Mike Pepper, KMP Planning

Meeting Summary

Introductions and presentation of the Study status, followed by discussion, questions and comments as follows:

- Access permits and intersections are an issue.
- Signs needed around migration areas to minimize wildlife strikes.
- Julie King of the USFS noted that dispersed recreation is an issue along the corridor; need to make decisions on where pull outs and camping areas can be located. Problem with people illegally parking along US 40 to ice fish on Strawberry Reservoir.
 - Vince Izzo stated that it is up to USFS to plan where they want rest areas and pull outs and to work with UDOT.
- USFS stated that parking lots near Strawberry Reservoir and other recreation sites are not maintained during summer. They are meant for winter recreation use (OHV, hunting). USFS doesn't have funding to maintain these rest areas year-round; maintenance should be subsidized by UDOT because majority of use is from people traveling US 40.
- Duchesne, Roosevelt, and Vernal: commercial driveway access is an issue. Would like a frontage road.
 - Bill Townsend stated that frontage roads are the responsibility of County/City.
- Wayne Jager stated that UDOT recently completed a rest area study we should look into.
- Support consistency in frequency of turn lanes and length of passing lanes along the corridor so people do not make bad decisions because they are frustrated.
- Recommend three or four lanes along corridor.
- Pull out lanes would be helpful, if trucks have more than three cars behind them they have to pull over and let them pass.
- Pass lanes coming down hill (especially Daniels Canyon), trucks have to drive slowly and people get frustrated and pass at unsafe locations.

Primary Areas of Concern

In addition to the refinement of issues, the three workshops identified priority areas of concerns as a preliminary step to identifying corridor goals. The priority areas of concern were identified collectively as follows:

- Safety
- Congestion
- Roadway design and operation
- Intersection safety

2.2.2 Stakeholder Workshop #2

Stakeholder Workshop #2 was held in Vernal, Roosevelt and Heber City in August 2007. Participants included representatives of local city and county governments, county sheriff's departments, USFS, BLM, school districts, and other interested corridor users. The workshops focused on presentation and gathering comments on the list of proposed improvement projects to address current and future corridor needs.

Each meeting was initiated by introductions and a PowerPoint presentation given by Mike Pepper. The presentation included a brief Study description/recap, outline of what has been accomplished since the last meetings and a description of the next steps.

General points touched on by the Study Team at both stakeholder workshops:

- Explanation of how projects were ranked.
- Bill Townsend of UDOT discussed the order projects may be implemented (may be in order of ranking as funding is available, but projects could also be implemented out of order).
- Bill Townsend discussed the \$25 million of funding designated for passing lanes from Duchesne to Vernal.
- Dan Kuhn of UDOT discussed experience driving with trucks along US 40, the variety of traffic on the corridor (automobile, RV, 18 wheeler and oil and gas service vehicles) and need to provide passing lanes to accommodate needs of different travelers.

Highlights of comments received are as follows:

- Strong overall support for the list of proposed improvement projects



- Priority order seems appropriate overall
- Consider adding passing lanes in Daniels Canyon
- Additional passing lanes may still be needed in some areas
- Additional intersection improvements may be needed in Roosevelt, Duchesne, Vernal and Naples (also consider intersection projects identified during previous UDOT/city planning efforts)

Specific results for each of the meetings are shown below.

Stakeholder Workshop #2 in Roosevelt, Utah (August 21, 2007)

Attendees

- Kirk Wood, Duchesne County Commission
- Carolyn Wilcken, Roosevelt City
- Kent Peatross, Duchesne County Commission
- Rod Harrison, Duchesne County Commission
- Karnel Murdock, Bureau of Indian Affairs
- Mike Hyde, Duchesne County
- Irene Hanson, Duchesne Area Chamber of Commerce

Study Team Representatives

- Bill Townsend, UDOT Project Manager
- Geoff Dupaix, UDOT Region 3 Public Inv. Coordinator
- Dan Kuhn, UDOT Commercial Truck Coordinator
- Vince Izzo, HDR Engineering
- Dana Holmes, HDR Engineering
- Mike Pepper, KMP Planning, Public Inv. Coordinator

Specific Comments Received

- Duchesne County commissioners stated that they feel their concerns have been heard and are being addressed.

- Duchesne County stated that if road around Red Creek Bridge is widened, the bridge will likely be too narrow (bridge just completed two or three years ago).
- Pleasant Valley intersection is frequently mentioned by truck drivers as an intersection that needs improvement.

Stakeholder Workshop #2 in Vernal, Utah (August 21, 2007)

Attendees

- Cheri McCurdy, Uintah Transportation Special Service District
- Jeff Merrell, Uintah County Sheriff
- Glade Allred, Vernal City
- Tammy Ferguson, Uintah County Roads
- David Haslem, Uintah County
- Quentin B. Johnson, Uintah County Roads
- Jeremy Raymond, Uintah Fire District

Study Team Representatives

- Bill Townsend, UDOT Project Manager
- Geoff Dupaix, UDOT Region 3 Public Involvement Coordinator
- Dan Kuhn, UDOT Commercial Truck Coordinator
- Vince Izzo, HDR Engineering
- Dana Holmes, HDR Engineering
- Mike Pepper, KMP Planning, Public Involvement Coordinator

Specific Comments Received

- Light at 500 South has been beneficial; city would like to look at other opportunities for signals.
- General desire to get big trucks out of downtown.
- Highway Patrol mentioned that traffic at 1500 E and US 40 caused a huge back up on Back to School night, no traffic signals results in no break in traffic to allow turns into the school.



- Tribe has entered into an agreement to allow oil wells on tribal property, truck numbers will increase.
- County Commissioner brought up bypass discussion because he does not want to miss opportunity. Right of way is currently preserved, but it will not be for much longer and project will get more and more expensive.
- Reconsider intersection improvements at Naples City/US 40 locations: 1500 East and 1750 East (as requested by Craig Blunt, City Manager from Naples).

Stakeholder Workshop #2 in Heber City, Utah (August 22, 2007)

Attendees

- Doug Sakaguchi, Utah Division of Wildlife Services
- Al Mickelsen, Wasatch County
- Randall Richey, UHP

Study Team Representatives

- Bill Townsend, UDOT Project Manager
- Geoff Dupaix, UDOT Region 3 Public Involvement Coordinator
- Dan Kuhn, UDOT Commercial Truck Coordinator
- Vince Izzo, HDR Engineering
- Dana Holmes, HDR Engineering
- Mike Pepper, KMP Planning, Public Involvement Coordinator

Specific Comments Received

- Concern about wildlife strikes, need solution.
- Planning in the area seems to leave a gap and issues in Heber City are not being addressed. Clarification was again provided by UDOT that this is a corridor study and the city of Heber was not included due to the fact that the issues to be addressed where US 40 goes through downtown are much more detailed and complex. They require a separate planning process that will involve the downtown community, etc.
- Wasatch County stated that a bypass at the intersection of US 40 and SR 189 is being looked at.



- Desire the study to address the need for downhill westbound passing lanes in Daniels Canyon.



3.0 General Public Outreach

Two rounds of public open house events were held to provide opportunities for the general public to participate in person during the process. The public was informed about the meetings via an initial bulk mailing, media releases prior to the event and a bulk mailing to everyone on the project mailing list specifically inviting them to the event. Events were held in Heber City (first round of public open houses only), Roosevelt and Vernal. The public was also invited to participate in the process via the Study web site where they could read current Study information, learn of upcoming events and provide comments.

3.1 Public Open House #1

Public open house #1 was held in Vernal on April 30, Roosevelt on May 1 and in Heber City on May 2, 2007. The purpose of the events was to introduce the Study and gather comments regarding outstanding corridor issues and concerns. Table 3.1-1 summarizes attendance at the open houses.

Table 3.1-1. Public Open House #1 Attendance Summary

Location	Date	Public Attendance	Study Team Attendance
Vernal	April 30, 2007	17	<ul style="list-style-type: none"> • Walt Steinvorth, UDOT • Bill Townsend, UDOT • Vince Izzo, HDR Engineering • Dana Holmes, HDR Engineering • Mike Pepper, KMP Planning
Roosevelt	May 1, 2007	15	<ul style="list-style-type: none"> • Walt Steinvorth, UDOT • Bill Townsend, UDOT • Vince Izzo, HDR Engineering • Dana Holmes, HDR Engineering • Mike Pepper, KMP Planning
Heber	May 2, 2007	8	<ul style="list-style-type: none"> • Bill Townsend, UDOT • Wayne Jager, UDOT • Vince Izzo, HDR Engineering • Dana Holmes, HDR Engineering • Mike Pepper, KMP Planning

Highlights of comments received from all three meetings are listed below. Also see the US 40 Public Comment database in Appendix B for specific locations and additional details for each type of comment.

- Congestion; especially in the east end of the corridor between Duchesne and Naples
- Lack of sufficient number and length of passing lanes
- Narrow shoulders
- Heavy truck traffic causing conflicts at major intersections with state highways, truck access points and through communities
- Unsafe access/egress at major intersections
- Wildlife strikes
- Unsafe pedestrian crossings of US 40 in communities
- Lack of roadway capacity to minimize delays and improve safety
- Roadway design; some intersections don't work for large trucks and some bridges are too narrow or slope the wrong way for at speed travel

3.2 Public Open House #2

Public open house #2 was held in Vernal and Roosevelt in September 2007. Due to low public turnout at the Heber City Public Workshop #1, a second public open house was not held in Heber City. The purpose of the open houses was to present and gather comments on the list of proposed improvement projects and primary plan recommendations. Table 3.2-1 summarizes the attendance at open house #2.

**Table 3.2-1. Public Open House #2 Attendance Summary**

Location	Date	Public Attendance	Study Team Attendance
Vernal	September 17, 2007	14	<ul style="list-style-type: none"> • Geoff Dupaix, UDOT • Bill Townsend, UDOT • Vince Izzo, HDR Engineering • Dana Holmes, HDR Engineering • Mike Pepper, KMP Planning
Roosevelt	May 1, 2007	9	<ul style="list-style-type: none"> • Geoff Dupaix, UDOT • Bill Townsend, UDOT • Vince Izzo, HDR Engineering • Dana Holmes, HDR Engineering Mike Pepper, KMP Planning

In general, meeting attendees expressed strong overall support for the list of proposed improvement projects. Highlights of specific comments received from both meetings are listed below. Also see the US 40 Public Comment database in the Appendix B for specific locations and additional details for each type of comment.

- Strong overall support of the list of proposed improvement projects
- Consider adding westbound passing lanes in Daniels Canyon
- US 40 between Naples and Jensen is lacking protected left turn lanes
- Consider additional passing lanes between Ballard and the Twist
- Raise Project Q and R up in priority
- Antelope Creek Bridge still needs widening (MP 97)
- Center lane/ add lanes: Three lanes or left turn lanes at intersections between Naples and Jensen
- Uintah River bridges at MP 102: need to add lanes
- Re-evaluate narrow intersection at MP 101 and US 40

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4.0 Ute Tribe Outreach

The Ute Tribe, which controls much of the land along the US 40 study corridor, was engaged specifically twice during the planning process. The first meeting with tribal representatives occurred at the issues identification stage, while the second focused on discussion of the list of proposed improvement projects.

4.1 Tribal Contact #1

The first tribal contact involved a presentation by the Study Team to the Tribal Business Council and Tribal Administrator on May 1, 2007. The purpose of the meeting, which was held in Fort Duchesne, was to introduce the Study and gather input from the Business Council regarding transportation issues on or along the corridor. Study team representatives present at this first meeting included Walt Steinvorth of UDOT; Vince Izzo and Dana Holmes of HDR; and Mike Pepper of KMP Planning.

Comments received from the Tribal Business Council are listed below:

- Corridor traffic has increased dramatically. There is road damage and the road is dangerous. A four lane road throughout the corridor would be helpful from Daniels Canyon through Jensen.
- Concerned about funding to implement the Study recommendations.
- The Twist is particularly dangerous.
- Big game, other wildlife and big trucks are a problem.
- It is important to remember that this is a scenic drive, so funding should be used to maintain aesthetics and scenic quality.
- Remember that property along the corridor including Duchesne City is tribal property. This road needs to be approved on tribal land; tribe should be dealt with as a government agency. The tribe has right-of-way issues, the fees collected from oil and gas and utilities development along the corridor should be used to improve and maintain the right-of-way along US 40 on tribal lands.
- A traffic light is needed at exit/entrance of the Ute reservation. Traffic is especially problematic at 3:30 to 7 PM. Also, Highway construction should be planned so it doesn't disturb travel.

- M. Chairwoman stated that ROW does cross tribal lands, but overall safety along the corridor is the most important issue.
- The dugway is dangerous (at entrance of nearby school). A number of tribal members have been hit by cars while crossing the street at the top of the hill.
- Roads need better striping, need maintenance because the salt used during the winter erodes the reflective paint.
- If environmental mitigation is involved as part of project implementation, the tribe wants to mitigate, and would like the credits and funding to do so if impacts occur on tribal lands.

4.2 Tribal Contact #2

The second opportunity to meet with tribal representatives occurred on September 18, 2007, in Fort Duchesne. The purpose of the meeting was to discuss the list of proposed improvement projects and gather input. The meeting involved only Barry Jensen, the tribal administrator due to unavailability of the Tribal Business Council. Study team representatives that were present included Don Galligan of McMillen Engineering, Dana Holmes of HDR, and Mike Pepper of KMP Planning.

Highlights of comments received during that discussion are as follows:

- Question if UDOT will need additional tribal land right of way for these projects
 - Initial response to this question was that no additional right of way would be needed. A follow up contact to Mr. Jensen by Mr. Pepper was made to clarify that it was not known at this time if additional right of way would be needed to implement any of the improvement projects. And, that before any final project design decisions (including potential additional right of way) were made, the Tribe would have ample opportunity to participate in future project development discussions.
- Question if additional highway / intersection/interchange improvements are needed along with the new signal location (entrance to the tribal headquarters). Concern that the planned new signal may prove to cause accidents due to rear ending at the light



- Consider additional improvements at “hilltop” east of Ballard (sight distance is not very good for cars accessing US 40).
- Evaluate any additional improvements that may be needed to make the L&L corner in Roosevelt work better for turning trucks.

Following the Study Team meeting with Tribal Administrator, Mr. Jensen presented the list of improvement projects to the Tribal Business Council on September 24, 2007. Comments from the Tribal Business Council are as follows:

- They appreciated all the information it really helped.
- Concerned with the possible expansion of the road from 2 lanes to 3 or 4; that there is not enough road right away and that the state would be coming back (to the Tribe) to ask for more right of way. They were not too happy with that part of the concept. I mentioned right now we are not sure how much if any land they will need in the future. That was the big concern.



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5.0 Agency Outreach

Agencies with regulatory authority over resources along US 40 or interested in the operation of the corridor were invited to participate in the process in three ways: in stakeholder interviews, at stakeholder workshops and public events and at a special agency workshop. Comments and input from agencies received as part of the initial interviews and stakeholder workshops is already included in the highlights listed earlier in this chapter.

5.1 Special Agency Workshop

A special workshop was held in August 20, 2007, in Salt Lake City for agencies only to present and gather comments on the list of proposed improvement projects, identify any “fatal flaws”, and identify projects that need modification or should be considered for removal from the list.

General points touched on by the Study Team at the beginning of the workshop:

- Explanation of how projects were ranked.
- Bill Townsend of UDOT discussed the order in which projects may be implemented (may be in order of ranking as funding is available, but projects could also be implemented out of order).
- Bill Townsend discussed the \$25 million of funding designated for passing lanes from Duchesne to Vernal.
- Dan Kuhn of UDOT: discussed the experience driving with trucks along US 40, the variety of traffic on the corridor (automobile, RV, 18 wheeler and oil and gas service vehicles) and need to provide passing lanes to accommodate needs of different travelers.

The workshop was attended by the following agency representatives:

- John Campbell, Uinta National Forest
- Robert Riddle, Wasatch County
- Julie King, Uinta National Forest
- Betsy Herrmann, U.S. Fish and Wildlife Service (USFWS)

Study Team Representatives present at the meeting included:

- Bill Townsend, UDOT Project Manager

- Geoff Dupaix, UDOT Region 3 Public Involvement Coordinator
- Dan Kuhn, UDOT Commercial Truck Coordinator
- Vince Izzo, HDR Engineering
- Dana Holmes, HDR Engineering
- Mike Pepper, KMP Planning, Public Involvement Coordinator

Comments received during the agency workshop are listed below.

- The USFWS mentioned that surveys for Ute ladies'-tresses will need to be conducted before construction projects and should be mentioned in the plan. The USFWS felt the plant could occur along most of the corridor east of Strawberry Reservoir.
- There is a bald eagle nest east of Duchesne and winter roosting occurs along the river.
- The U.S. Forest Service would like advanced notice before projects so they can plan pullouts.
- The U.S. Forest Service mentioned that pulling into and out off Whiskey Springs day use area in Daniels Canyon was very dangerous and should be added to the project list.



6.0 Summary Comments and Observations

The public involvement activities planned and conducted for the US 40 Corridor Study accomplished the overall goals and objectives listed in Section 1.2, Public Involvement Goals and Objectives, above. Participation was especially good during the stakeholder interviews and provided valuable information that assisted the team in identifying a very detailed list of issues, problem areas and concerns for all facets of corridor operation and needs. The stakeholder workshops provided good collaborative discussion with representatives from local communities, counties, agencies, UDOT maintenance and other key stakeholder groups, which assisted the team in understanding the priority types of issues to be addressed. This supported the subsequent development of corridor goals and very positive response regarding the list of proposed corridor improvement projects.

Tribal input was especially good at the initial stage and informed the team about specific issues not identified through other project activities. This set the stage for future positive communications with the tribe regarding project implementation. Agency comments, although not lengthy, provided valuable insight into specific issues and led to refinement of the construction project and plan lists. Finally, participation from the general public, although less in intensive than the team expected, did provide critical input regarding additional projects to consider and overall support for the plan's lists of proposed construction projects and plans and recommendations.

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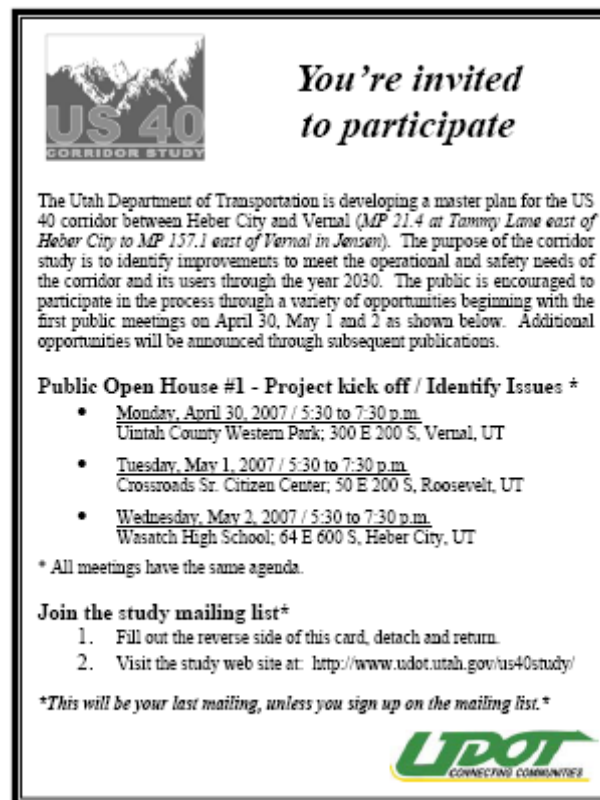


7.0 Public Involvement Tools, Mailings and Media

The public involvement activities for the study included a series of tools, mailings and media communications to support the effort, provide clear information to the public and invite participation at public events.

7.1 Initial Post Card Mailing

An initial bulk mailing of 1600 postcards was sent to corridor property owners and key stakeholders at the outset of the study in February 2007. The purpose of the post card mailing was to announce the beginning of the study process, invite participation at the first public open house and offer an opportunity to join the study mailing list. A copy of the postcard is shown below.



7.2 Study Mailing List

A mailing list was developed to support communication during the study with key stakeholders, agencies, local governments, tribal representatives and anyone who signed up on the mailing list by returning the initial post card, by attending public events, or through the study web site. By the conclusion of the study, the mailing list included 241 entries, including both stakeholders and the general public. A copy of Study Mailing List is included in Appendix C.

7.3 Study Web Page

A web page was developed for the study to provide enhanced communication with the public, stakeholders and others interested in the study. The page was developed as an extension of the UDOT web page and included a description of the study, purpose, steps and schedule, corridor existing conditions information, maps, basis environmental information, outline of public involvement activities, invitation to public events and results of those events, workshops and meetings, copies of brochures and other mailings. The page also included the list of proposed improvement projects, plans recommendations and a copy of the draft study report for review and comment. In addition to viewing study information, those visiting the web page could join the mailing list and submit written electronic comments. Contact information was also included for those who wanted to make direct contact with study team members. The address for the study web page is <http://www.udot.utah.gov/us40study/>

7.4 Study Brochure

A study brochure was developed to introduce the study purpose, boundaries, scope of work, schedule, contact information and invite participation to the first public meeting. The brochure was developed in two versions; an initial version introducing the study, with general information about the public participation opportunities. The second version, which included specific dates for the public open house events, was mailed to everyone on the Study mailing list prior to the first public open house. The brochure was also made available at all subsequent public events to provide Study background for those new to the Study process. Copies of the Study Brochures are shown below.



Initial Brochure—Front

The US 40 Corridor Study

The US 40 corridor is a critical link between western and eastern Utah, connecting communities in Wasatch, Duchesne and Uintah counties. It is a vital corridor for movement of freight, agricultural use and truck traffic serving the oil and gas energy development in the Uintah Basin. The corridor also provides access to a variety of recreational activities and attractions.

The Utah Department of Transportation (UDOT) is conducting a corridor study to develop a long-term plan for improvements along US Highway 40 from Heber to Jensen that will meet the safety and operational needs of all corridor users. The study will evaluate how well US 40 functions today, identify potential safety issues, locate important natural resources and determine how area growth will affect the highway.

Public participation is an important part of this study. The project team will involve area residents, businesses, elected officials, local, state and federal agencies and other stakeholders affected by the corridor.

Information gathered from the public outreach program will be combined with technical data to create a final corridor master plan, which UDOT will use as a guide in making corridor improvements in the coming years.

UDOT has selected HDR Engineering, Inc. out of Salt Lake City to conduct the study. The study started in February and will take 10 months to complete.

The US 40 Corridor Study Area

(A 136 mile stretch of US 40 between the mouth of Daniels Canyon in Wasatch County to Jensen in Uintah County)



How to be involved

The study team will conduct a number of *one-on-one stakeholder interviews and workshops, and public meetings* in order to gather information about the US 40 corridor in order to identify needs and develop a long-term vision for the highway. To ensure local perspectives are considered, the public will have opportunity to voice issues and concerns regarding corridor operation, and comment on the draft plan recommendations.

The first public open houses will be held in early May 2007 at Vernal, Heber City and Roosevelt. Dates, times and locations will be announced through the media, the study web site and the mailing list.

Other ways to participate

- Join the mailing list - contact Sue Lee at HDR; (801)743-7800 or US40@hdrinc.com
- Attend a public open house - see schedule on back
- Visit the project web site:
<http://www.udot.utah.gov/us40study/>
- Provide comments - at public meetings and on web site
- Watch the media for study information

(See back of the brochure for details of public involvement opportunities, schedule and contact information)

Initial Brochure–Back

<i>Planning Steps & Schedule</i>	
Initial Issues Identification <ul style="list-style-type: none"> Stakeholder interviews Develop mailing list 	Feb / Mar 2007
Assess Existing Conditions <ul style="list-style-type: none"> Transportation Environmental Land use 	Feb to Jun 2007
Project Kick off / Identify Issues <ul style="list-style-type: none"> Stakeholder workshop #1 Public meeting #1 	May 2007
Analyze Future Travel Demand <ul style="list-style-type: none"> Evaluate highway performance 	Apr to Aug 2007
Establish Corridor Vision <ul style="list-style-type: none"> Develop supporting goals 	Jun 2007
Identify Corridor Improvements <ul style="list-style-type: none"> Prioritize improvements 	Jul 2007
Evaluate Corridor Improvements <ul style="list-style-type: none"> Agency meeting Stakeholder workshop #2 	Aug 2007
Draft Plan Public Input <ul style="list-style-type: none"> Public meeting #2 	Aug 2007
Prepare Master Plan	Sept to Dec 2007

For more information

Vince Izzo or Sue Lee, HDR Project Manager
801-743-7800 / US40@hdrinc.com

Mike Pepper, KMP Planning - Public Involvement
208-734-6208 / kmpplanning@cablone.net

Geoff Dupaix, UDOT Region 3
Public Inv. Coordinator and Media Contact
801-227-8006 / gdupaix@utah.gov

Project Web Site:
<http://www.udot.utah.gov/us40study/>



HDR ONE COMPANY | *Many Solutions*
HDR Engineering, Inc.
3995 South 700 East Suite 100
Salt Lake City, UT 84107

U.S. 40 CORRIDOR STUDY

*A long-range transportation master plan
to determine needed improvements for
the US 40 Corridor*





Follow-Up Brochure—Front

The US 40 Corridor Study

The US 40 corridor is a critical link between western and eastern Utah, connecting communities in Wasatch, Duchesne and Uintah counties. It is a vital corridor for movement of freight, agricultural use and truck traffic serving the oil and gas energy development in the Uintah Basin. The corridor also provides access to a variety of recreational activities and attractions.

The Utah Department of Transportation (UDOT) is conducting a corridor study to develop a long-term plan for improvements along US Highway 40 from Heber to Jensen that will meet the safety and operational needs of all corridor users. The study will evaluate how well US 40 functions today, identify potential safety issues, locate important natural resources and determine how area growth will affect the highway.

Public participation is an important part of this study. The project team will involve area residents, businesses, elected officials, local, state and federal agencies and other stakeholders affected by the corridor.

Information gathered from the public outreach program will be combined with technical data to create a final corridor master plan, which UDOT will use as a guide in making corridor improvements in the coming years.

UDOT has selected HDR Engineering, Inc. out of Salt Lake City to conduct the study. The study started in February and will take 10 months to complete.

The US 40 Corridor Study Area

(A 136 mile stretch of US 40 between the mouth of Daniels Canyon in Wasatch County to Jensen in Uintah County)



How to be involved

The study team will conduct a number of *one-on-one stakeholder interviews and workshops, and public meetings* in order to gather information about the US 40 corridor in order to identify needs and develop a long-term vision for the highway. To ensure local perspectives are considered, the public will have opportunity to voice issues and concerns regarding corridor operation, and comment on the draft plan recommendations.

Public Open House #1

Monday, April 30, 2007 - Vernal; 5:30 to 7:30 p.m.

- ♦ Uintah Co. Western Park, Rm #2, 300 E 200 S

Tuesday, May 1, 2007 - Roosevelt; 5:30 to 7:30 p.m.

- ♦ Crossroads St. Citizen Cntr, Commons, 50 E 200 S

Wednesday, May 2, 2007 - Heber City; 5:30 to 7:30 p.m.

- ♦ Wasatch High School, Commons, 64 E 600 S

Other ways to participate

- ♦ **Join the mailing list** - contact Sue Lee at HDR; (801) 743-7800 or US40@hdrinc.com
- ♦ **Visit the web site:** <http://www.udot.utah.gov/us40study/>
- ♦ **Provide comments** - at public meetings and on web site
- ♦ **Watch the media for study information**
- ♦ **Contact a study representative** - see back of brochure



Follow-Up Brochure–Back

<i>Planning Steps & Schedule</i>	
Initial Issues Identification <ul style="list-style-type: none"> Stakeholder interviews Develop mailing list 	Feb / Mar 2007
Assess Existing Conditions <ul style="list-style-type: none"> Transportation Environmental Land use 	Feb to Jun 2007
Project Kick off / Identify Issues <ul style="list-style-type: none"> Stakeholder workshop #1 Public meeting #1 	May 2007
Analyze Future Travel Demand <ul style="list-style-type: none"> Evaluate highway performance 	Apr to Aug 2007
Establish Corridor Vision <ul style="list-style-type: none"> Develop supporting goals 	Jun 2007
Identify Corridor Improvements <ul style="list-style-type: none"> Prioritize improvements 	Jul 2007
Evaluate Corridor Improvements <ul style="list-style-type: none"> Agency meeting Stakeholder workshop #2 	Aug 2007
Draft Plan Public Input <ul style="list-style-type: none"> Public meeting #2 	Aug 2007
Prepare Master Plan	Sept to Dec 2007

For more information

Vince Izzo or Sue Lee, HDR Project Manager
801-743-7800 / US40@hdrinc.com

Mike Pepper, KMP Planning - Public Involvement
208-734-6208 / kmpplanning@cablcone.net

Geoff Dupaix, UDOT Region 3
Public Inv. Coordinator and Media Contact
801-227-8006 / gdupaix@utah.gov

Project Web Site:
<http://www.udot.utah.gov/us40study/>



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HDR Engineering, Inc.
3995 South 700 East Suite 100
Salt Lake City, UT 84107

U.S. 40 CORRIDOR STUDY

*A long-range transportation master plan
to determine needed improvements for
the US 40 Corridor*





7.5 Comment Forms

Comment forms were developed and made available at all public events, on the Study web site and distributed with the Study Brochure and the Study Newsletter. Comment form #1 was primarily designed to gather input on corridor issues and concerns. Comment form #2 was primarily designed to gather input on the draft corridor improvement projects and plans recommendations. The comment forms are shown below.

US 40 Corridor Study

Comment Form #1

The Utah Department of Transportation is conducting a corridor study for US 40 from just east of Heber City to east of Vernal in Jensen. The Study will identify needed facility improvements to meet corridor and user needs for the next 20 years. Your initial comments will help identify key issues and concerns to be addressed during the study.

- Name** _____ **Representing** _____
Mailing Address _____
Phone _____ **E Mail** _____
- Key Issues:** What are the key issues that should be addressed as part of the US 40 Corridor Study? For example: specific safety issues, traffic delays, access, congestion, visibility, design issues, maintenance, etc.

Issue	Location	Milepost

- Most Important Improvements:** What are the most important specific improvements that should be made to the US 40 Corridor?

Improvement	Location	Milepost

- Other Comments:** Please provide any other comments regarding the US 40 Corridor Study.

Please return comment forms to the consultant at the conclusion of the meeting, or mail to:
 Dana Holmes, HDR Engineering 3995 South 700 East Salt Lake City, UT 84107
 Or comment via e mail at US40@hdrinc.com or the project web site at: <http://www.udot.utah.gov/us40study/>

Thank You!

US 40 Corridor Study Area

Use this map to locate specific comments or concerns regarding US 40 Corridor operation and needs.

Additional map notes or comments:



Comment Form #2

The Utah Department of Transportation is conducting a corridor study for US 40 from just east of Heber City to east of Vernal in Jensen. The Study has now identified a draft list of facility improvement projects to meet corridor and user needs for the next 20 years. Please provide your comments on the draft list of improvement projects.

1. **Name** _____ **Representing** _____
Mailing Address _____
Phone _____ **E Mail** _____

2. **Improvement Project List:** Please list any suggested changes to the draft list of improvement projects

Projects to Change (name from list)	Project #	Suggested Change: (Modify / Delete)	Reason

Projects to Add: Name / Description	Physical Location	MilePost

3. **Other Comments:** Please provide any other comments regarding the US 40 Corridor Study.

*Please return comment forms to the consultant at the conclusion of the meeting, or mail to:
Dana Holmes, HDR Engineering 3995 South 700 East Salt Lake City, UT 84107
Or comment via e mail at US40@hdrinc.com or the project web site at: <http://www.udot.utah.gov/us40study/>*

Thank You!



7.6 Media Releases and Advertisements

Media releases were issued by UDOT to all primary corridor newspapers at the beginning of the study to invite participation at public open house #1 and near the conclusion of the study to invite participation at public open house #2. Printed advertisements were also developed to further enhance the public’s awareness to upcoming public meetings. Distribution of these materials to corridor newspapers was also supplemented by direct contact and interviews by newspaper reporters with the UDOT public involvement coordinator. Copies of the media releases and advertisements are shown below.



Media Release 1

Contact: **Geoff Dupaix**
 Office: 801.227.8006
 Cellular: 801.830.9599
<http://www.udot.utah.gov>

April 5, 2007
For Immediate Release

UDOT to Hold Public Meetings for U.S. 40 Corridor

Public is encouraged to attend

Uintah Basin – In order to identify potential safety and operational needs along U.S. Highway 40, the Utah Department of Transportation will hold three public meetings to discuss future improvements to a section of the corridor from Daniels Canyon to Jensen.

The meetings will be held at the following locations:

April 30

Uintah County
 Uintah County Western Park Convention Center, Room #2
 300 East 200 South in Vernal

May 1

Duchense County
 Crossroads Senior Citizens Center (Commons Area)
 50 East 200 South in Roosevelt

May 2

Wasatch County
 Wasatch High School (Commons Area)
 64 East 600 South in Heber City

Each meeting will be held between the hours of 5:30 and 7:30 p.m and will be in an open house format to allow citizens the opportunity to meet one-on-one with project team members. A formal 30-minute presentation will be made at 6:00 p.m., covering the planning steps and schedule, along with a description of existing corridor conditions such as traffic volumes, accident data, land use and environmental conditions.

An overview of the outstanding issues identified during interviews with corridor stakeholders will also be presented. General areas of discussion during the meeting may include: safety concerns, congestion areas, intersection problems, growth and development impacts, increasing truck traffic, design considerations for existing facilities and environmental factors.

"UDOT is conducting a corridor study to develop a long-term strategy for improving this section of U.S. 40," said Bill Townsend, UDOT Project Manager. "The corridor is a vital link for eastern Utah so, we want to hear from the users of the highway because their input will help us shape what improvements need to be made to U.S. 40."

These public meetings are the first of two opportunities during the planning process and are important to understanding public concerns as users of the US 40 Highway corridor.

A second round of public meetings are planned for late summer to present feasible improvement projects and gather comments.


For more information, please contact Geoff Dupaix, UDOT Region 3 Public Involvement Coordinator, at 801-227-8006 or visit the study Web site at <http://www.udot.utah.gov/us40study/>.

-UDOT-

Gd/r3

10

Media Ad 1



Help Us Improve U.S. 40

Attend meetings to develop long-term plan for highway

If you use Highway 40, we want to hear from you! Come to one of three public meetings to discuss ways to improve U.S. 40 from Daniels Canyon to Jensen.


Vernal – Monday, April 30, 2007, 5:30 to 7:30 p.m.
 ♦ Uintah Co. Western Park Convention Center, Rm #2; 300 E 200 S

Roosevelt – Tuesday, May 1, 2007, 5:30 to 7:30 p.m.
 ♦ Crossroads Sr. Citizen Center, Commons Area; 50 E 200 S

Heber City – Wednesday, May 2, 2007, 5:30 to 7:30 p.m.
 ♦ Wasatch High School, Commons Area; 64 E 600 S

Presentation at 6:00 p.m. / Open House to follow

For more information, visit:
<http://www.udot.utah.gov/us40study>



Media Ad 2



Help Improve U.S. 40

Public Open Houses to Discuss Improvement Projects

If you use Highway 40, we want to hear from you!
 Come to one of two public meetings to learn about and provide comments on proposed improvements for U.S. 40 from Daniels Canyon to Jensen.

Passing lanes / Left turn lanes / Accel & decel lanes / Add lanes

Vernal – Monday, September 17, 2007, 5:00 to 7:00 p.m.
 ♦ Uintah Co. Western Park: 300 E 200 S Vernal, Utah

Roosevelt – Tuesday, September 18, 2007, 5:00 to 7:00 p.m.
 ♦ Crossroads Community Center: 50 E 200 S Roosevelt, Utah

*** Drop in anytime during the sessions**

For more information, visit:
<http://www.udot.utah.gov/us40study>





Media Release 2



US 40 Corridor Study



Media Release
August 26, 2007

UDOT invites public comment on US 40 corridor draft improvements

The Utah Department of Transportation (UDOT) invites the public to attend the upcoming public open house events to provide comments regarding the draft list of improvement projects to improve U.S. 40 from the entrance to Daniels Canyon to Jensen. ***The open houses are scheduled for Monday, September 17th in Vernal at the Uintah Co. Western Park (300 E 200 S) and Tuesday, September 18th in Roosevelt at the Crossroads Community Center (50 E 200 S). Both meetings will run from 5:00 p.m. to 7:00 p.m. and have the same agenda.***

Meetings will be held in an open house format, allowing interested area residents and other corridor stakeholders to drop in anytime during the two hour session. Displays will be available that describe the draft corridor improvements, additional background information such as corridor goals, future traffic volumes and supporting corridor data. Examples of some of the draft improvement projects include new and extended passing lanes at locations across the corridor, left turn lanes and acceleration / deceleration lanes at congested intersections, additional lane capacity between Roosevelt and Vernal and drainage improvements through Duchesne, Roosevelt, Vernal and Naples. UDOT representatives and other members of the planning team will be on hand to answer question and record input.

UDOT began conducting the corridor study in February to develop a long-term plan for improvements to this section of U.S. Highway 40 that will meet the safety and operational needs of all corridor users for the next 20 years. The study has evaluated how well US 40 functions today, identified potential safety issues, located important natural resources and determined how area growth will affect the highway.

These public meetings are the second of two general public participation opportunities during the planning process and are important to gather public input on the draft list of improvement projects before the final plan is developed in December 2007.

For more information on these meetings or the US 40 corridor study, please contact Geoff Dupaix, UDOT Region 3 Public Involvement Coordinator at 801-227-8006 or visit the study web site at <http://www.udot.utah.gov/us40study/>.

7.7 Study Newsletter

A Study newsletter was developed to present the corridor goals, draft improvement projects and invite participation to the second round of public open houses. The newsletter was mailed to everyone on the Study mailing list and included Comment form #2 as described above. The newsletter was also made available at all public events and on the Study web site. A copy of the newsletter is shown below.



Newsletter—Front



You're Invited to
Public Open House #2
To discuss draft
U.S. 40 Corridor Improvements
Monday, September 17 in Vernal
Tuesday, September 18 in Roosevelt
See inside for details



U.S. 40 Corridor Goals

*Based on public input and corridor operational needs
Used to identify and rank improvement projects*

Safety: Provide a safe transportation facility for all modes of travel.

Capacity and Congestion: Provide sufficient capacity to minimize delay throughout the corridor through 2035.

Design and Operation: Provide roadway improvements to safely and efficiently move vehicles to accommodate movement along U.S. 40 for all vehicle types.

Growth and Development: Provide corridor roadway improvements with adequate access to support the traffic demands of current and planned land uses (commercial, industrial, recreation related) throughout the corridor.

Environment: Is context sensitive and minimizes the environmental impacts to the natural and built environment along the corridor.

Oil and Gas Industry Demands: Address traffic demands and unique roadway design needs generated by the oil and gas industry.

Economic Development, Tourism and Recreational Demands: Support current and future economic development, tourism, and recreation in the region.



Planning Steps & Schedule

Initial Issues Identification • Stakeholder interviews • Develop mailing list	Feb / Mar 2007
Assess Existing Conditions • Transportation • Environment • Land use	Feb to Jun 2007
Project Kick off / Identify Issues • Stakeholder workshop #1 • Public meeting #1	May 2007
Analyze Future Travel Demand • Evaluate highway performance • Develop supporting goals	Apr to Aug 2007
Establish Corridor Vision • Develop supporting goals	Jun 2007
Identify Corridor Improvements • Prioritize improvements	Jul 2007
Evaluate Corridor Improvements • Agency meeting • Stakeholder workshop #2	Aug 2007
Draft Plan Public Input • Public meeting #2	Sept 2007
Prepare Master Plan	Sept to Dec 2007

For more information

Vince Izzo or Sue Lee, HDR Project Manager
801-743-7800 / VLI@hdr.com

Mike Pepper, RMP Planning / Public Involvement
808-734-6208 / mpp@rmp.com

Geoff Dupuis, UDOT Region 3
Public Inv. Coordinator and Media Contact
801-887-8000 / gdupuis@utah.gov

Project Web Site:
<http://www.udot.utah.gov/us40study/>

Project Description and Status

The Utah Department of Transportation (UDOT) is conducting a corridor study to develop a long-term plan for improvements along U.S. Highway 40 from Hatch to Jensen that will meet the safety and operational needs of all corridor users through the year 2035.

To date, the planning process has included a review of existing traffic and corridor use, land use and environmental conditions, future traffic projections and an analysis of socio-economic data, future land use and trends to better understand corridor users and the corridor's future needs. Corridor goals have been developed based on public input and the operational needs of the corridor. The goals (shown on the back of this newsletter) have been used to guide the identification and priority ranking of the draft improvement projects. The projects are listed by segment on the map (inside this newsletter) and described in detail on the insert "U.S. 40 Corridor Draft Improvement Projects". These draft improvement projects will be the focus of discussion at the upcoming public open houses on September 17 and 18 (see details below). The public is encouraged to attend one of the meetings to learn more about the draft improvement projects and provide comments. Those who cannot attend one of the meetings are encouraged to provide comment via the enclosed comment form or by visiting the project web site at <http://www.udot.utah.gov/us40study/>.

You're Invited to

Public Open House #2

Monday, September 17, 2007

Vernal - 5:00 to 7:00 p.m.*
Utah Co. Western Park - 300 E. 200 S in Vernal

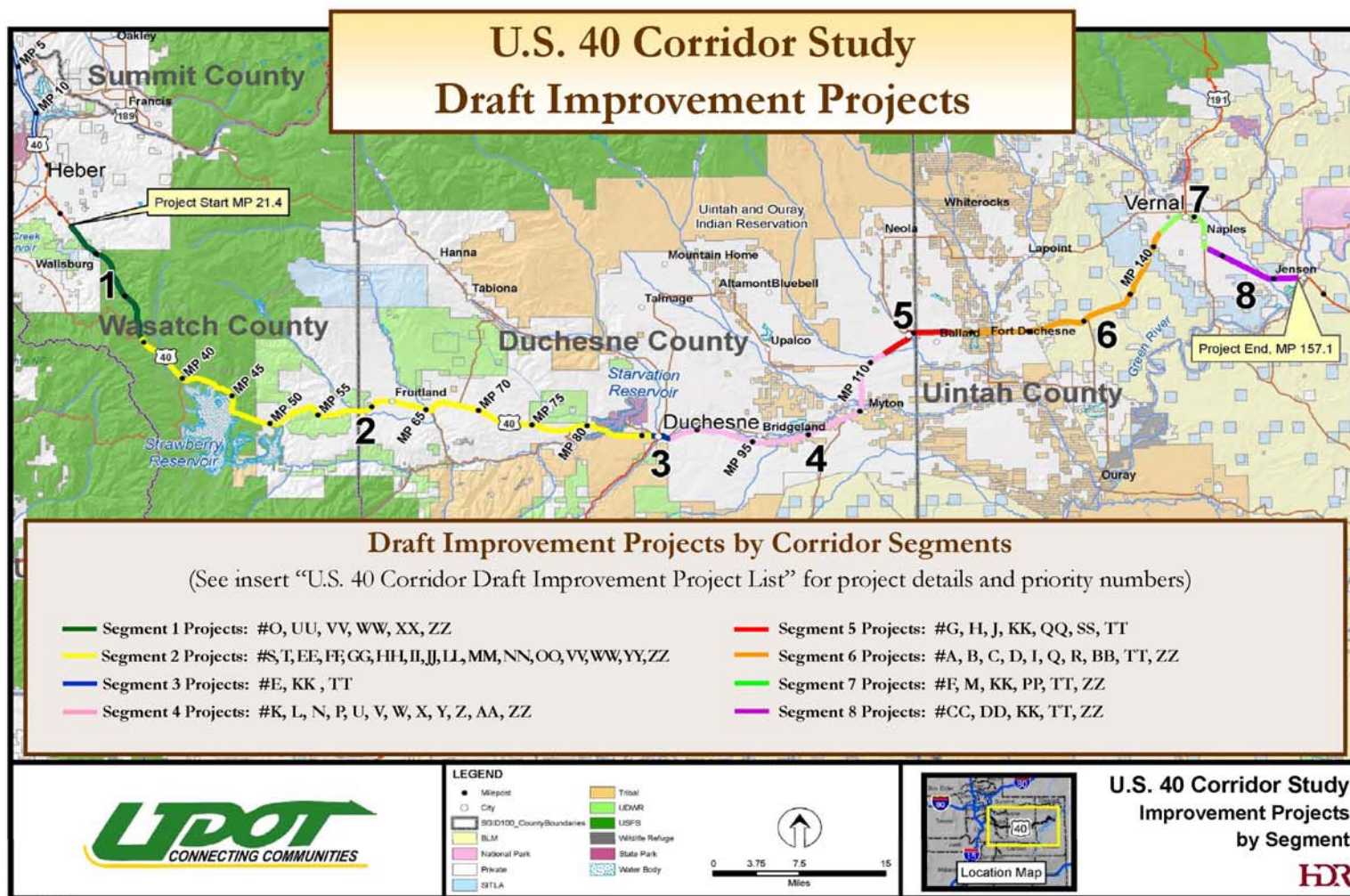
Tuesday, September 18, 2007

Roosevelt - 5:00 to 7:00 p.m.*
Crossroads Community Center - 30 E. 200 S in Roosevelt

* Both public events are open house format and will present the same information. A tea, refreshments and other interested individuals are invited to drop in anytime between 5:00 p.m. and 7:00 p.m. UDOT and project consultants will be on hand to discuss the proposed improvements and other project information. A 6 information presented at the open house, along with comment forms, is available on the project web site (see address at top).



Newsletter-Reverse Side





Appendix A: Stakeholder Interview Results Summary

Detailed Results Summary: on corridor March 13-15, 2007, and by phone March 26-30, 2007

TUESDAY, MARCH 13, 2007

UDOT Maintenance Staff

- Paul Baum – UDOT Tabiona Maint Shed: pbaum@utah.gov
 - MP 62 – 68 – road narrows
 - MP 65 – 65.5 – Bridge structure at Red Crk Sand Wash needs assessment
 - MP 61 – Unsafe / unprotected turning movements – primarily in summer
 - MP 61, 62-63 – insufficient passing lanes – causes delays, congestion and unsafe passing activities
 - MP 62-68 – Fruitland Store to Tabiona Junction – Narrow roadway
 - MP 65 – 66.5 – box culvert structures are inadequate – need replacement
 - MP 57 – 60 EB, MP 61.4 – 61.6 WB and MP 66.6 – 68 EB – insufficient passing lanes for traffic volumes and safe travel
 - MP 65 – narrow and curving roadway – needs realignment
 - MP 61 and 65 – unsafe merging conflict – lack of accel lanes
 - MP 59 – Viewpoint / pull off – needs clean up, renovation, repaving, repair or replace to provide safe facility in good condition
 - High truck volumes throughout Paul’s section – estimate at 50 to 60% of overall traffic volumes – cause speed conflicts, unsafe merging conditions, traffic delays
 - Increasing volume of wildlife strikes by large trucks throughout this section
 - Traffic conflicts at the following intersections or access points on US 40
 - MP 59.7 – rt turn EB, MP 60.8 – left turn EB, MP 61 – left and rt turn EB, MP 62.8 – left and right turn EB, MP 63.2 – left turn EB, MP 63.9 – left turn EB at Meadow Estates, MP 64.4 – Rt. Turn EB, MP 64.6 – rt turn EB, MP 65.4 – left turn EB, MP 65.9 – left turn EB, MP 67.7 – rt turn EB.
- Tyke Kargis – UDOT Duchesne Maint Shed: gkargis@utah.gov
 - Inconsistent roadway width throughout this section – presents safety concerns, passing difficulties, narrow shoulders, etc.
 - Narrow roadway – MP 68-69 and Duchesne East – insufficient shoulders for emergency use’
 - Narrow / frequent approaches and accesses – conflicts with highway traffic
 - Narrow roadways at hilltops – passing lanes end too soon, cause limited sight distance of approaching / passing vehicles
 - Passing conflicts with insufficient amount of dedicated passing lanes – WB MP 69 to Rest Area
 - Suggest extension of passing lane WB at MP 73.9
 - Frequent left turn areas without protected left turn lanes present turning conflicts with high speed highway traffic

- Left turn lane at top of hill at MP 73.9 – visibility / safety problems
- Wildlife issues
 - Strikes – Winter elk crossing area - MP 88-89
 - Vegetation in ROW causes limited visibility of wildlife – safety concern
- Freedom Bridge (Starvation Reservoir) reflectivity is poor
- Starvation Reservoir Rest Area is in poor condition; asphalt is cracked and failed, lack of adequate picnic area, sidewalks and signage
- Guardrails need upgrading at MP 68-87
- Road surface in Duchesne is too high compared to curb/gutter height – causes drainage and maintenance problems
- Some trees in Duchesne sidewalk corridors limit sight for drivers of other vehicles and pedestrians
- SR 87 / US 40 intersection WB (on US 40) to NB (on SR 87) turn radius is too tight for large trucks – can't stay in their lane
- SR 191 / US 40 intersection – turn radius too tight for large trucks
- Narrow bridge at Strawberry River – check sufficiency rating
- Bridgeland / US 40 intersection – county road approach is too narrow, conflict between high speed US 40 vehicles and slow moving trucks merging on and off Bridgeland – lack of accel / decel lanes

Duchesne County

- Mark Mecham, Duchesne County School District:
 - P.O. Box 446 Duchesne, UT 84021 / 900 East Lagoon 124-6 Roosevelt, UT 84066
- Mike Hyde, Duchesne County Planner: P.O. Box 910 Duchesne, UT 84021
- Travis Mitchell, Duchesne County Sheriff: P.O. Box 985 Duchesne, Utah 84021
- Glen Murphy, Duchesne County Road Supt.: P.O. Box 356, Duchesne, Utah 84021

City of Duchesne

- Richard Ivis, Duchesne City Council: 165 South Center, Duchesne, UT 84021
- Clinton Park, Duchesne City Council

Duchesne County Special Services District

- Carrie Mascaro, Director: P.O. Box 390 Duchesne, UT 84021

Comments

- Safety Issues
 - Pleasant Valley Rd. / US 40 Intersection - Conflict with trucks and vehicles entering and leaving US 40 at Pleasant Valley Rd.
 - Speed conflicts with no separation between vehicles
 - Lack of accel / decel lane
 - Lack of left turn protection
 - Bridgeland Rd. / US 40 Intersection - Conflict with trucks and vehicles entering and leaving US 40 at Bridgeland Rd.
 - Speed conflicts with no separation between vehicles
 - Lack of accel / decel lane
 - Lack of left turn protection
 - Narrow shoulders throughout corridor – insufficient width for emergency pullouts, breakdowns, etc.



- Bottlenecks on hills creates vehicle conflicts where climbing / passing lane runs out – especially due to truck traffic
- Red Creek / US 40 Intersection – congested and no separation and protection of conflicting vehicle movements
 - Lack of protected left turn lane
 - No passing lane for both east and west travel
- Approx. 25 School bus stops are directly on US 40 in Duchesne Co. and have no protection
 - Consider developing pullouts off US 40 for school bus stops
 - Particularly bad near SH (SR) 87 hill – visibility is limited for oncoming vehicles
 - Note: Mark Mecham (Duchesne Co. Schools) will provide list of priority problem locations
- High speed on SH (SR) 87 at approach to US 40
- High volume of truck traffic through Duchesne; noise, conflict with other vehicles and pedestrians – lack of a truck route
- School crossing safety concerns on US 40 in Roosevelt
- Congestion
 - Congestion / insufficient capacity west of Roosevelt
 - Note: a widening project, expanding to 4 lanes is already in the STIP
 - Congestion in Roosevelt – school crossing safety concerns on US 40
- Intersection Safety Issues
 - SH (SR) 87 / US 40 – lack of control, high congestion, conflicts, low LOS all day, poor visibility due to parked cars
 - Bridgeland Rd. / US 40 needs improvement to support heavy volume truck use – conflicts, slow merging, lack of dedicated turn lanes, accel/decel lanes, etc.
 - Pleasant Valley / US 40 needs improvement to support heavy volume truck use – conflicts, slow merging, lack of dedicated turn lanes, accel/decel lanes, etc.
- Design Issues
 - Lack of “super” on US 40 curve at Red Creek turnoff
 - Difficult / unworkable intersection geometrics – WB on US 40/NB on SH 87
 - Congestion on Daniel’s Summit – downhill WB conflicts w/trucks, vehicles and Recreational traffic – lack of passing lane
 - Capacity of existing roadway configuration is inadequate to meet traffic demands for the 20 yr planning horizon
 - Duchesne River Bridge – sharp curve for EB travel
 - Street surfaces are higher than curb and gutter due to overlays – in both Duchesne and Roosevelt – causes drainage and maintenance problems
 - Limited visibility on US 40 at 4000 So. WB – intersection is at top of hill
 - Includes limited visibility at Brokaw Rd. for EB @ 4500 S
 - Heavy truck volumes – especially between US 40 between Roosevelt and Duchesne - insufficient capacity to accommodate trucks and cars together
 - Insufficient number of left turn lanes, passing lanes and accel/decel lanes
- Growth / Development
 - New development SE of Duchesne
 - Residential – 1,000 lots
 - Access improvements such as left turn lanes may be needed
 - US 40 / County Rd. #29 intersection may need improvement to meet new traffic volumes – approx. 3 mi east

- New residential development is planned No. of Myton – may need access and safety improvements
- New residential development – US 40 / 45,000 West intersection may need improvement to handle increased traffic; accel, decel, left turn lanes, etc.
- New commercial and industrial development planned at MP 108 – West side of US 40 – 13 - 5-acre lots – not improved yet
- More commercial development is planned between Duchesne and Roosevelt
- Environmental / Wildlife
 - Truck brake noise on SH (SR) 87 as trucks approach US 40
 - Significant elk crossing area / animal strikes east of Duchesne City
 - To 4 miles east – MP 92/93 – especially bad in winter
- Bike / Pedestrian
 - Bike / pedestrian facility (separated pathway) is planned from Duchesne to Starvation Reservoir along Old US 40 (Starvation Lake Rd.) – also to connect to State Park – See Fred Hayes at Utah State Parks for more info / trail map
- Maintenance
 - Street surfaces are higher than curb and gutter due to overlays – in both Duchesne and Roosevelt - causes drainage and maintenance problems

City of Roosevelt

- Brad Hancock, City Manager: 255 South State Street (36-8) Roosevelt, UT 84066
- Jay Mitchell, City Public Works
- Roger Eschler, Planning Administrator
- Cory Dresk, City Public Works
- Rick Harrison, City Public Works
- Kirby Wolfinger, City Public Works
- Clyde Stansfield, City Public Works
- Carolyn Wilcken, Council Administrative Secretary
- Robert Yack, City Council
- Dave Woostenhulme, City Council
- Mayor Russell Cowan
- Guy Coleman, City Council
- Lane Yack, City Council
- Vaun Ryan, City Council

Comments

- Safety Issues
 - Close proximity of large trucks to parallel parked cars along US 40 in Roosevelt
 - High speed entering Roosevelt – 55 – 65 mph
 - Exposed irrigation canals along US 40 parallel with Union High School
- Congestion / Capacity
 - Delays and insufficient capacity overall, especially between Roosevelt and Vernal
 - Congestion EB between Roosevelt and Vernal – high traffic volumes, RV, truck and slow vehicle traffic – lack of passing lanes
- Intersection Safety Issues
 - 600 E / 200 N intersection with US 40 – luminaries go on and off unpredictably – causes dark intersection, safety concerns for pedestrians, etc.



- L&L Corner (350 E / 2 N – 4 lane to 3 lane (2 lanes to 1 on WB side) creates congestion and safety concern / causes backup from signal
- Angled intersections creates difficult visibility and safety hazard
 - 800 S / US 40
 - Summerall Lane (Intermountain Farmers Association)
 - Airport Rd. / PoleLine Rd.
- Design Issues
 - Confusing directional signage at L&L Corner
 - WB on US 40 from Roosevelt – 90 degree bend is too tight for large trucks – can't stay in their travel lane when making the turn
 - Many US 40 intersections are too tight for truck movements
 - Street surface elevation buildup from overlays in Roosevelt compromises drainage system function and has created dips at cross street intersections at 500 E and 700 E
 - 2 lane to 1 at 200 W (at the industrial park) creates congestion
 - Lack of protected left turn lanes – both directions in and out of Roosevelt
 - Narrow shoulders throughout corridor – no space for emergency pull off
 - Single access point into Wal-Mart is insufficient to meet traffic demand, causes congestion – also encourages inappropriate and unsafe travel through adjacent properties to access / leave Wal-Mart
 - 2000 W / US 40 – turn geometrics are too narrow for truck movements
 - City desire to continue decorative lighting from Roosevelt through town – East to Ballard and West to Rodeo Dr.
 - Continue sidewalks / curb and gutter
 - Roosevelt planned street improvement at 5th W – 200 S to US 40 will cause increased traffic at US 40
 - Drainage
 - inadequate drainage control from US 40 near rodeo grounds and at industrial park onto private lands
 - City requests coordination with UDOT to develop an integrated drainage plan for US 40 through City
 - Need better coordination and irrigation ditch management between UDOT, City of Roosevelt and Irrigation District to manage US 40 runoff
 - Include cross culverts in US 40 when reconstruction occurs to provide for future city water and sewer installation to avoid digging up US 40 when installation occurs
- Growth / Development
 - New commercial development in town at industrial park – causes increased traffic and congestion
 - Higher truck and traffic volumes due to oil/gas development
 - Roosevelt city annexation planned at 2500 W – S side of US 40
 - New hotels planned west of Roosevelt – S side of US 40 – one 40 unit and one 60 unit
 - Refinery property near Roosevelt – industrial development – N side of US 40
 - Moon Lake development in Roosevelt – (local electric company) – plan to relocate business west of IFA property to N side of US 40 – 100 employees, plus customer traffic
- Environmental / Wildlife
 - Road/stormwater runoff from US 40 into canals presents environmental concerns
- Bike / Pedestrian
 - Roosevelt is planning bike/ped route off US 40; through town / crosses US 40 at Lagoon St. – suggest improvements to US 40 that connect to City's system

- 300 S / US 40 – ped crossing to Jr. High School presents safety concerns
- Lack of bike lane on US 40 through town to complement City’s system
- Unsafe bike / ped travel between Roosevelt and Vernal – no facility
- State St. / US 40 intersection – No crosswalk
- 300 S / US 40 intersection – No crosswalk or signal to provide protected ped crossing
- Maintenance
 - Show and ice buildup at curbs in Roosevelt – causes cars to park further into travel lane – causes safety concern with passing trucks / traffic
 - Pick up / sweeping of US 40 to remove salt and gravel quicker
 - Potholes around the Daniels Summit / Strawberry Area - most areas are good
- Plans to review
 - Roosevelt City transportation plan, water, sewer and bike/ped plans – obtain copies from Horrocks Engineers; American Fork, Utah – see Rex Harrison
- Miscellaneous notes
 - No public transit, buses, etc. exists in the corridor
 - No rail exists in the corridor
 - Improvements are needed soon! Additional truck / traffic volumes are a problem
 - Roosevelt City wants more state support and involvement in commercial business signage, available services, etc. – consider new gateway signage
 - See project issues identified approx. 2 yrs ago in discussion between Roosevelt and UDOT / Duchesne and UDOT

WEDNESDAY, MARCH 14, 2007

Uintah County

- Darleen Burns, Uintah Co. Commissioner: 152 E 100 N Vernal, Utah 84078
- David Haslem, Uintah Co. Commissioner
- Mike McKee, Uintah Co. Commissioner
- Quentin Johnson, Road Supt.: 1483 E 335 S Vernal, Utah 84078
- John Larsen, Uintah County Sheriff’s Dept.: 152 E 100 N Vernal, Utah 84078
- Jeff Merrill, Uintah County Sheriff’s Dept.
- Keith Campbell, Uintah County Sheriff’s Dept.
- Jeremy Raymond, Uintah Co. Fire District: 152 E 100 N (Third Floor) Vernal, Utah 84078
- Cheri McCurdy, Uintah Co. Transportation Special Services District
 - P.O. Box 144 Vernal, UT 84078
- Clark Hall, Uintah Co. Transportation Special Services District

Comments

- Safety Issues
 - Some unsafe passing areas throughout corridor - Re-evaluate striping for location of “No Passing” lanes throughout corridor
 - High speeds throughout corridor
 - Drowsy drivers – consider signage / rumble strips to alert drowsy drivers



- Congestion / Capacity
 - Vernal to Roosevelt – traffic delays / truck delays
 - MP 140 – EB roadway narrows from 2 lanes to 1 – causes safety and congestion issues
 - 1500 W and 1000 S in Vernal – congestion at access to US 40
 - Lack of traffic gaps through Vernal – causes congestion and safety concerns for merging traffic
 - US 40 / 2500 S, 1500 E, 2750 S, SH 45 intersections are congested
 - Ballard – MP 115.4 at Big O Tire (Industrial Park N) and 1500 E / Old Airport Rd. intersections are congested – difficult access on and off US 40
 - 24 hour oil / gas development operations cause Vernal population to double daily – results in increased traffic volumes
 - Congestion / dangerous intersection – MP 115 to 141
 - Passing conflicts / congestion – insufficient passing lane distance to reduce congestion
 - Heavy congestion from Vernal to Roosevelt – heavy truck traffic – suggest 4 lanes each direction
- Intersection Safety Issues
 - High volume truck traffic / merge at 12 Mile Wash – MP 134
 - Slow truck merge causes delays and safety concerns from higher speed vehicles on US 40 – no accel/decel lanes
 - Dangerous intersection US 40 at MP 134
 - US 40 / 500 S – unsafe / congested intersection - address signal needs
 - US 40 / 2500 S / 1500 E – unsafe / congested intersection - address signal needs
 - Uintah Transportation Special Services District (UTSSD)
 - Issues:
 - Congestion Vernal to Roosevelt
 - Safety – 9 Mile Rd. intersection
 - Design issues – SR 45 / US 40
 - Suggested most important improvements:
 - Additional passing lanes Roosevelt to Vernal
 - Widen to 4 lanes – west end of Vernal
 - Modify intersection approach – SR 45 / US 40
 - UTSSD is currently designing 2000 W which will move traffic from SR 121 to US 40. The intersection S will be at 1750 W. This road will be a main road intended to move traffic north and south and to reduce congestion on SR 121. Increased development on the west end of Vernal / US 40 will only make the congestion worse. Need additional traffic signals.
- Design Issues
 - Site distance limitation on US 40 curve approaching MP 134
 - Re-evaluate striping for location of “No Passing” lanes throughout corridor
 - Roadway deterioration on US 40 between Jensen and Colorado state line due to heavy truck traffic
 - Also damage at Pleasant Valley Rd., MP 134 and 12 Mile Rd.
 - US 40 roadway is narrow between MP 140 and 141
 - New signals should include “Opticon” for emergency vehicle signal control
 - Narrow roadway at MP 149.6
 - Truck turning movements are difficult at many intersections – geometrics don’t work – need signage for trucks with turning info

- Growth / Development
 - Additional traffic from 1500 W and 1750 W onto US 40
 - Angled intersection at 1500 W / US 40 – difficult visibility
 - New commercial development planned from MP 141 into the City of Vernal
 - New college (Utah State) planned in Vernal for Fall 2008 – 135-140 acres – will cause increased traffic
 - Oil and gas permit numbers; two years ago – 300 approved permits to drill (APD) for the year / Now – 700 APD / Next yr – planned for 1500 APD
- Environmental / Wildlife
 - Hazardous waste in trucks – concern for accurate placard use and possible spills – inadequate enforcement
 - Concern for US 40 impacts to wetlands between Bridgeland and Myton
 - Concern for impacts to tribal lands and resources between Bridgeland and Myton
- Bike / Pedestrian
 - Lack of bike lanes on US 40
 - Lack of adequate shoulder width for safe bike and emergency use
 - City of Vernal desires separated bike / ped facility between Vernal and Roosevelt
- Plans to review
 - See John Harja – Study on impact of Oil and Gas development on state/public lands
- Miscellaneous notes
 - See BLM for drilling data – permits; active vs. proposed, etc.
 - Incorporate potential additional truck traffic due to future extraction of oil from shale / tar sands – see BLM for maps and data
 - Large truck traffic to service oil and gas wells is higher during drilling than during well operation, but traffic volumes from other vehicles replaces truck traffic to service operating wells
 - Approx. 15 jobs per well – 24 hour operation
 - Current oil and gas development is likely not just a temporary boom, due the expansion of gas wells and their longer term operation – 20 to 25 yrs and the potential for oil extraction from oil shale and tar sands
 - Consider alternate regional route to reduce truck traffic on US 40
 - Extend SH 88 S to I-70
 - Traffic delays – Consider requiring (by policy and signage) trucks, RV's and slow moving vehicles to stay in right lane on hills and passing lanes – check current UDOT policies
 - Consider new funding source for roadway improvements – additional truck tax
 - Truck weight enforcement – no local weigh station to monitor truck weights
 - Consider development of a truck route around Vernal to reduce congestion and improve safety
 - Consider development of 4 lanes full length of corridor – Heber to Colorado state line

City of Vernal

- Cal Dee Reynold, Vernal City Council: 447 East Main Vernal, UT 84078
- Glade Allred, Vernal City Road Dept.
- Gary Jensen, Vernal City Police Dept.
- Allen Parker, Vernal Asst. City Manager



Comments

- Safety Issues
 - High speed entering Vernal – Near Wal-Mart, new bank, new Lowe's Home Center (1500 S) and new hotels – consider lowering speed limit to 35 mph from 400 S to 1500 S
 - High accident volumes in Vernal
 - High speeds at Valley Overlook – west of Vernal on US 40
 - Consider reducing speed to 50 mph at Overlook
 - Truck traffic in Vernal – high speeds, unsafe for parallel parking due to close proximity of truck traffic
 - Vernal Overlook is unsafe due to poor/lack of lighting
 - Speed limit too high for safe travel at EB entrance to Vernal – consider reducing speed to 35 mph before reaching 1500 S, Lowe's, Wal-Mart area
- Congestion / Capacity
 - Evaluate the following intersections for congestion – due to new development
 - 1000 S, 200 W, 2500 W
 - City prefers to move truck traffic out of City
 - A.M. / Noon / P.M. peak traffic causes congestion on US 40 with multiple intersections in Vernal
 - Lack of protected left turn lanes, signals need updating to include protected left turn movement – 5th E, 5th W and 1000 W
 - Lack of turning lanes to reduce congestion – Jensen to Naples
 - Lack of passing lanes causes congestion, delays, etc. – Vernal to Ouray Turnoff
 - Congestion / safety for E and W traffic at 2500 W
 - Large trucks create congestion, noise and hazardous materials concerns through Vernal – consider a truck route
 - Congestion / delays between Vernal and Roosevelt, Roosevelt to Myton, Myton to Duchesne – insufficient number of lanes/passing lanes to reduce congestion and delays
- Intersection Safety Issues
 - US 40 Geometrics
 - Vernal Ave. / US 40 – can't handle large trucks in their lane
 - Signal at US 40 / Vernal Ave. not visible in early morning
 - US 40 / Ouray Turnoff – speed conflict with merging trucks – lack of accel/decel lanes
- Design Issues
 - US 40 / 1500 W – angled intersection – difficult visibility
 - Congestion / safety due to lane configuration at MP 140.1 and 140 at crest of hill at Valley Overlook and 2500 W – west of Vernal – limited visibility for oncoming traffic at crest of hill
 - Consider speed reduction
 - Narrow US 40 roadway at MP 140.9 – congestion
 - US 40 Geometrics
 - Vernal Ave. / US 40 – can't handle large trucks in their lane
 - Need Access / Approach design guidelines from UDOT
 - Review UDOT standards to accommodate higher traffic volumes
 - Signal timing causes traffic delays – 500 E, 500 W, 1000 W
 - Signal request at US 40 / 1000 W – due to existing congestion and anticipated traffic growth due to new Lowe's Home Center development – check warrants
 - Poor sight distance – US 40 / 2500 W
 - Poor sight distance – US 40 and Valley Overlook west of Vernal

- Poor sight distance – US 40 / Ouray Turnoff – for WB traffic entering US 40
- Growth / Development
 - Utah State University development – US 40 / 1750 W intersection
 - Difficult access, congestion, lack of traffic gaps
 - Evaluate the following intersections for congestion – due to new development
 - 1000 S, 200 W, 2500 W
 - See Lowe's traffic study
 - Vernal is becoming more a regional hub – retail, USU development, etc. – this will create more consistent higher traffic volumes in the future.
- Environmental / Wildlife
 - US 40 drainage / Stormwater runoff includes hazardous materials
 - US 40 stormwater runoff in City of Vernal
 - Request UDOT manage and control US 40 runoff – plan facilities to accommodate runoff as needed for 100 yr event
 - UDOT Stormwater system does not work with City drainage system
 - City system cannot handle US 40 runoff capacity – and shouldn't have to
 - High unacceptable truck noise through Vernal – “No Jake Brakes” city regulation is in place already
 - Large trucks are dirty
 - US 40 runoff – hazardous chemicals, salts, oil, etc. into the irrigation ditches – UDOT must control it's runoff water
- Bike / Pedestrian
 - Congestion and visibility issues at the following Vernal locations
 - 1000 W / US 40 – 3 school access points – no protected left turn – misalignment of 1000 W, confusion
 - 5th W / US 40
 - Vernal Ave / US 40
- Maintenance
 - Later winter and spring dirt problems on US 40 – Naples to Vernal
- Plans to review
 - City General Plan
 - Transportation Plan – needs update
- Miscellaneous notes
 - Need school bus drop off /pick up location info
 - Lack of adequate communications on regular basis between UDOT and Cities
 - Incorporate other city and area plans; City of Vernal transportation plan, Uintah Co. Recreation Special Services District, Transportation Special Services District
 - A downtown revitalization plan is now underway – incorporate / coordination recommendations as appropriate

City of Naples

- Dean Baker, Naples City Mayor: 1420 E Weatherby Dr. Naples, UT 84078
- Bruce Lee, Naples City Public Works Director
- Dale Bowden, Naples City Council
- Craig Blunt, Naples City Manager

Comments

- Safety Issues



- Trucks parked along US 40 block visibility from side streets for vehicles entering US 40 – lack of off street parking for trucks - @ 2500 S, etc.
- Large trucks are causing roadway rutting – dangerous water buildup and uneven road surface – can make vehicle control difficult
- Intersection Safety Issues
 - Congestion and safety concerns at the following Naples intersections
 - 500 S / 1500 E / US 40
 - 1000 S / US 40
 - 1500 S / US 40
 - 2500 S / US 40 – include school crossing
 - SH 45 / US 40 – huge congestion here due to high volume large truck traffic headed to oil fields at Bonanza
 - 1300 S / US 40
 - 1100 S / US 40 – a.m. / late afternoon / evening difficult visibility
- Design Issues
 - 1100 S / US 40 Narrow geometrics onto US 40 – don't work for trucks – turn radius is too small – state R.O.W. configuration problems
 - US 40 drainage into Naples City system or gulches is problem – city system can't handle capacity demands, no control and concern for hazardous materials
 - See Epic Engineering in Heber for city drainage plan info
 - Insufficient street lighting through Naples – poor intersection lighting
 - US 40 needs beautification plan – include pedestrian amenities, lighting and aesthetic enhancements
 - Access management – See City of Naples Transportation plan recommendations
 - Need UDOT policy info to City of Naples to ensure common application and enforcement – consistency is the key to application of access management through city
 - Visibility / adequate facility issue - Lack of off street parking for trucks and cars to access local services; 7-11 convenience store, etc.
- Environmental / Wildlife
 - Hazardous materials in transport through town by trucks – includes dirty trucks that leave dirt and debris, along with some hazardous materials on streets of Naples
 - Environmental impacts from road dust through town
- Bike / Pedestrian
 - Safety concern for pedestrian crossing at 2500 S / US 40
 - Power poles in sidewalk are hazard to bike and peds – west side of US 40
- Maintenance
 - US 40 striping is not reflective for night view
 - Sand, dirt and salt buildup on US 40 through town – UDOT does not clean up soon or frequently enough
 - Requires call from City to UDOT before action is taken
 - Causes reduced visibility from dust
 - Environmental impacts from road dust
 - Inadequate US 40 road surface crack filling – damage from large trucks – occasion of bad slurry application by UDOT
- Plans to review
 - Naples City Transportation Plan
 - Naples City Drainage Plan- see Epic Engineering - Heber

- Miscellaneous notes
 - Incorporate Naples bypass data and plan recommendations into the US 40 Study
 - Incorporate Naples City Transportation Plan recommendations into the US 40 Study
 - Administrative Note to UDOT: Fund the Implementation of the Plan! – dedicate funds to complete the plan’s project recommendations over time as needed.

UDOT Maintenance

- Fred Preibe – Roosevelt: fpriebe@utah.gov
 - Recommend development of 4 lanes throughout corridor to address traffic volumes, reduce congestion and delays, improve safety, reduce conflicts with trucks and accommodate future traffic volumes. If 4 lanes are not developed, then the following improvements are suggested.
 - MP 114.6 to 114.72 – Extend two lane across Cottonwood Bridge WB
 - MP 114 to 116.59 – Rotomill and repave Roosevelt Main St.
 - MP 114 – 116.59 – Remove approx. 1500 ft. of 42” irrigation water line that runs in the outside lane – Install new replacement drain system
 - MP 116.59 to 116.72 – Extend two lane entering Roosevelt from east in WB lane
 - MP 120.10 to 121 – Extend passing lane WB at Ft. Duchesne intersection to existing passing lane on hill top if traffic signal is installed
 - MP 122.5 to 124.44 – Add permissive turn lane with wide shoulders
 - MP 127.68 to 129.5 or to the junction of US 40 and 88 at MP 130.44 – Add passing lane WB
 - MP 103.54 – Add acceleration lanes for both EB and WB that turn from the Pleasant Valley Rd. onto US 40
 - MP 104.7 to MP 104.9 – Extend permissive turn lane WB by the Myton store
 - MP 109.5 to 111.13 – Extend four lane or add permissive turn lane with widened shoulder EB
 - General issues / improvements suggested
 - Narrow roadway throughout – safety concerns
 - Inadequate passing lanes cause safety concerns and delays; short lengths, stops at top of hills, etc.
 - Narrow shoulders, insufficient width for emergency pull off – widen throughout corridor
- Rod Thurgood – Vernal: rthurgood@utah.gov
 - General issues / comments / priorities – US 40 is congested in many areas (especially east end of the corridor from Duchesne to Naples) due increasing traffic volumes and especially due to heavy truck traffic. Safety and congestion issues exist due to insufficient number and length of passing lanes, lack of dedicated turn lanes and accel / decel lanes at high volume truck-use roadways to separate high speed highway traffic from merging vehicles and narrow shoulders that don’t provide adequate space for emergency vehicle pull offs.
 - Priorities for issues to be addressed are 1) Intersections, 2) turn lanes and 3) shoulders
 - Specific issues / improvements to be considered are as follows:
 - MP 130.4 – dangerous access from SH 88 onto US 40 – conflict with slow moving trucks accessing highway – need accel lane for EB and WB
 - MP 133.2 – access to disposal plant has conflicts with slow moving vehicles – access S side – needs accel / decel lanes



- MP 134 (12-Mile Rd.)- access conflict and limited sight distance - with slow moving trucks entering and leaving US 40 – needs protected left turn lane into 12-Mile Rd.
- Narrow shoulders throughout corridor – insufficient width for emergency pull off – suggest widening of gravel shoulders and elimination of guardrails
- MP 140.6 to MP 140.8 – congested / difficult access to N side development
- MP 143.8 (500 W) – delays and congestion due to vehicles leaving US 40 onto 500 W – lack of protected left turn lane onto 500W SB
- 141.2 – existing box culvert is too high on the east side
- Policy Issue: current developer requirements are insufficient to pay for needed improvements to address development impacts
- Policy Issue: UDOT needs more involvement in the local development approval process to address issues / solutions sooner
- Drainage problems in Naples
 - MP 145.4 to 148.4 – no drainage control for runoff from US 40, borrow ditches are now gone due to development, some runoff is now running onto private lands w/o control
- MP 149.8 – turning conflicts due to lack of protected left turn lane EB past Pleasant Valley Acres
- MP 149.5 to MP 157 – Narrow shoulders – suggest widening to minimum of 8 ft.
- MP 146 to MP 147 – rutted roadway from heavy truck use
- Approach improvements needed – consider use of concrete for approach material to reduce truck damage and extend wear through towns – suggest 250 ft. on side streets and 500 ft. on US 40

THURSDAY, MARCH 15, 2007

UDOT Maintenance

- Stacy Davis, Strawberry: stacydavis@utah.gov
- Val Davis, Heber: valdavis@utah.gov
 - Combined comments: The west end of the corridor functions good in general, with the following exceptions and issues of concern
 - Narrow shoulders through the Daniels Canyon – no room for emergency pull offs
 - MP 27 – creek and edge of roadway too close to each other
 - MP 30.4 to MP 31.28 – insufficient number of lanes for safety and traffic volumes – suggest adding a 3rd lane
 - Heber to Canyon – insufficient number of lanes for capacity and safety – suggest developing 4 lanes throughout this section
 - MP 21 – MP 23 (Deep Creek area) – rock fall on roadway
 - MP 25.4 (Whiskey Springs) – wildlife strikes
 - MP 24 to MP 32 – cattle on roadway, primarily in fall

Wasatch County

- Neil Anderson, Wasatch Co. Council: 25 N Main St Heber City, UT 84032
- Steve Farrell, Wasatch Co. Council
- Val Draper, Wasatch Co. Council
- Ken Van Wagonner, Wasatch Co. Sheriff: 1361 S Highway 40 Heber City, Utah 84032

Comments

- Safety Issues
 - MP 24 – 37 (through Daniels Canyon) – livestock on roadway, especially in fall – presents safety hazard for motorists and livestock - control fences lacking – lack of determination on responsibility for fence maintenance to control cattle
 - High accident rate at MP 54 (Deep Crk to Current Creek – accidents on curve at MP 54-55
 - School bus stops directly on US 40 – causes traffic backups, dangerous conditions for pedestrians, unsafe passing after bus stop is relieved and traffic resumes
 - Dangerous access to Daniels Summit Lodge – cross traffic movements into Lodge are unprotected and merging traffic is much slower than US 40 traffic causing conflicts and safety concerns
 - Consider adding a dedicated left turn lane and accel/decel lanes
- Congestion / Capacity
 - Majority of corridor is congested due to high traffic volumes and conflicts with trucks – consider 4 lane divided highway full length
- Design Issues
 - MP 31 - reduction in lanes from 3 to 2
 - MP 31 – lack of guardrail – steep drop on west side of roadway – both sides of US 40 – safety hazard
 - Angled intersections present visibility / safety concern throughout corridor – suggest straightening where feasible
 - Tammy Lane approach at project beginning – steep slope up to US 40 – difficult approach and visibility issue
- Growth / Development
 - 360+ unit development at Soldier Crk – S side of US 40 at MP 50.7 – includes a hotel
 - Daniels Summit Lodge – expansion is planned at twice it's current size
 - Soldier Crk development will cause traffic conflicts for at access from US 40 - ingress / egress
 - Bus stops on US 40 – unsafe conditions for both pedestrians and vehicle:
 - Consider requiring new development for residential areas to include bus stops off highway – add policy to UDOT regs and County regs as appropriate
 - Wasatch Co. is currently experiencing 6% annual growth
- Environmental / Wildlife
 - MP 25 – elk on roadway – through Daniels Canyon, at Whiskey Springs from east side of US 40, etc. – dangerous to motorists and elk
 - Hazardous materials in trucks – many placards are wrong
- Bike / Pedestrian
 - No protected bike facility between Heber and Strawberry
 - Consider adding separated bike path
- Maintenance
 - Insufficient UDOT maintenance on ROW fence through Daniels Canyon
 - Desire to retain the Strawberry district maintenance shed
- Plans to review
 - See Al Mickelsen – Wasatch Co. Planner – 435-654-3211 / 657-3205 / 671-1061 (cell) for copies of the Wasatch Co. General Plan and Wasatch Co. Transportation Plan



UHP

- Lt. Jeff Chugg – Uintah Basin Area
 - 152 E 100 N, Vernal, UT 84078 – (435-789-3111) jchugg@utah.gov

Comments

- Safety
 - Dangerous passing – due to insufficient number of and length of passing lanes
- Congestion / Delays
 - Substantial traffic volume increase due to oil and gas development
 - Long delays and congestion especially between Duchesne and east end of corridor
 - Insufficient lane capacity to handle current traffic volumes
 - Roosevelt – delays and congestion – insufficient lane numbers and capacity to accommodate traffic volumes without delays and congestion
 - Roosevelt to Vernal – congestion and delays due to insufficient lane capacity / lack of passing lanes – especially at a.m. / p.m. peak hours
- Intersection conflicts – left turns, merging conflicts with slow moving trucks, lack of protected turn lanes
 - Bridgeland Junction
 - Pleasant Valley Rd.
 - Access to U-Petroleum Store in Myton – no protected left turn
 - L and L Corner in Roosevelt
 - Naples – conflicts with cars and trucks merging on and off US 40
 - Conflicts in Naples near new industrial park – truck access is difficult causes delays and congestion
 - Naples Industrial Park - Accel / decel lane striping is confusing
- Design
 - Narrow shoulders throughout the corridor – especially Bridgeland to Myton – insufficient width makes for unsafe for emergency stopping, traffic stops, etc.
 - West Myton to Vernal Bench – passing lane is too short to accommodate traffic volumes – drivers are making unsafe passing decisions to avoid delays
 - MP 136 – short sight distance and short passing lane
 - Vernal Truck Route – incorporate into US 40 plans to lessen truck traffic through town

Uinta National Forest: Heber Ranger District

- John Campbell: P.O. Box 190 Heber City, UT 84032

Comments

- Safety
 - Daniels Canyon - insufficient lane capacity and passing opportunities to meet traffic demands
 - Speeds too high
- Congestion / Delays
 - Higher traffic volumes due to growth and development, especially due to the oil and gas industry in the east end of the corridor
- Environmental
 - Overuse of Forest Service toilet facilities by highway travelers – Forest Service staff and budget cannot accommodate such high summer usage – up to 4 of the non-lake side (near Strawberry Reservoir) toilet facilities will be closed down summer of 2007.

- Note: the Forest Service is seeking partnerships with UDOT for operation and maintenance of these facilities to meet traveler needs without exceeding Forest Service budget
- Maintenance
 - The pullout west of Daniels Summit needs improved maintenance – potholes, mud, etc. – needs improved grading and perhaps more gravel

Tribal Representatives – brochure and comment form sent 3-27-07

- Barry Jensen, Executive Director: P.O. Box 190 Ft. Duchesne, UT 84026

Bureau of Indian Affairs – brochure and comment form sent 3-26-07

- Dina Peltier / Karnel Murdock: Uintah / Ouray Agency
 - P.O. Box 130 Ft. Duchesne, UT 84026



Appendix B: Comment Summary Database

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Commentor	Issue Location	Comment Summary	Issue Category	Date	Source/Event
Uintah CO School District	Vernal to Pleasant Valley	School bus Vernal to Pleasant Valley; buses have to leave 35 minutes early to make pick-up times. Kids are spending more time on the bus.	Congestion	04/07-05/07	Stakeholder Meeting
	Jensen	Black ice around Jensen (request for UDOT to maintain better).	Safety	04/07-05/07	Stakeholder Meeting
BLM	Vernal	BLM projected an increase (about 1,300 permits this year).	Safety	04/07-05/07	Stakeholder Meeting
	Vernal	Need to look at 191, trucks come from 191 (no weigh stations) onto US 40	Design	04/07-05/07	Stakeholder Meeting
	Vernal	Consider leaving US 40 the way it is and build new road.	Design	04/07-05/07	Stakeholder Meeting
Uintah Co. Roads	Vernal	Vernal needs left turn signal within town.	Design	04/07-05/07	Stakeholder Meeting
	Vernal	Traveling into Vernal (near Scenic view) there is a bottle neck because lanes are reduced (MP 141-142ish and 2500 W). A new shopping area is going in there and it will only get worse.	Design	04/07-05/07	Stakeholder Meeting
	Vernal	1500 S (East Side) big trucks are a problem, need design improvements.	Design	04/07-05/07	Stakeholder Meeting
	Vernal/ Naples	2000 South Halliburton complex, planning and going to be a problem (especially for Access issues)	Growth/ Development	04/07-05/07	Stakeholder Meeting
	Ft. Duchesne	BIA: Ft. Duchesne Junction going westbound is congested (MP 121). There is a single lane at 4000 South, Roosevelt (Lemon Lane) and just pas Myton and Sellers Canyon (Bridgeland).	Congestion	04/07-05/07	Stakeholder Meeting
	White Rocks Junction	The passing lane is too short at White Rocks Junction.	Design	04/07-05/07	Stakeholder Meeting
	Duchesne to Vernal	Duchesne to Vernal is very congested.	Congestion	04/07-05/07	Stakeholder Meeting
	Starvation Overlook	Need restroom facilities near scenic overlook area (Starvation Overlook). (State tourism dollars may be used to fix this area, not definite yet).	Recreation Facilities	04/07-05/07	Stakeholder Meeting



Commentor	Issue Location	Comment Summary	Issue Category	Date	Source/Event
	Bridgeland to Myton	Farmer traffic from Bridgeland to Myton slows traffic. There are no turn lanes or shoulders to pass or for farm vehicles to pull over and let cars around.	Congestion	04/07-05/07	Stakeholder Meeting
	Roosevelt	Stop light at access of tribe facility needed.	Intersection Safety	04/07-05/07	Stakeholder Meeting
	Daniels Canyon	Addition of signs along the corridor would be helpful to prevent accidents (Arrows on turns, slow, stop, sharp curve, etc) Could be helpful, especially at Strawberry Reservoir and Daniels Canyon.	Safety	04/07-05/07	Stakeholder Meeting
	Twist	MP 133 dangerous, area called the Twist	Safety	04/07-05/07	Roosevelt Public Meeting
	General	Littering signs and maintainece is needed along Corridor	Maintenance	04/07-05/07	Roosevelt Public Meeting
	Myton	North Myton Bench, need turing lane (Second hill around MP 108 -109	Design	04/07-05/07	Roosevelt Public Meeting
	General	Access permits and intersections are an issue	Intersection Safety	04/07-05/07	Heber City Stakeholder Meeting
	General	Signs needed around migration areas to minimize wildlife strikes	Wildlife	04/07-05/07	Heber City Stakeholder Meeting
	General	Support consistency in frequency of turn lanes and length of passing lanes along the corridor so people do not make bad decisions because they are frustrated.	Design	04/07-05/07	Heber City Stakeholder Meeting
	General	Pull out lanes would be helpful, if trucks have more than three cars behind them they have to pull over and let them pass.	Design	04/07-05/07	Heber City Stakeholder Meeting
	General	Recommend three or four lanes along corridor.	Design	04/07-05/07	Heber City Stakeholder Meeting
	General	Pull out lanes would be helpful, if trucks have more than three cars behind them they have to pull over and let them pass.	Design	04/07-05/07	Heber City Stakeholder Meeting
	Daniels Canyon	Pass lanes coming down hill (especially Daniels Canyon), trucks have to drive slowly and people get frustrated and pass at unsafe locations.	Design	04/07-05/07	Heber City Stakeholder Meeting



Commentor	Issue Location	Comment Summary	Issue Category	Date	Source/Event
	General	Lack of turnouts for truck inspections	Design	04/07-05/07	Vernal Stakeholder meeting
	General	Priorities for road projects; congestion Roosevelt to Vernal, Intersections improvement (Naples 2500 S, Naples industrial park, Sr 45/US 40), Congestion, Safety, Roadway design	Design	04/07-05/07	Vernal Stakeholder meeting
	Vernal	Other issues; Lane reduction at entrance to Vernal west end (MP 141-142, 2500 W)	Design	04/07-05/07	Vernal Stakeholder meeting
	Daniels Canyon	MP 35-50 needs better winter snow removal.	Maintenance	04/07-05/07	Roosevelt Public Meeting
	Roosevelt	L&L corner, geometrics don't work for tucks (about MP 115)	Design	04/07-05/07	Roosevelt Public Meeting
	Duchesne to Vernal	Deep, steep, narrow shoulder drop off, no guardrails, MP 134	Design	04/07-05/07	Roosevelt Public Meeting
	General	Add Tridell to map	Misc.	04/07-05/07	Roosevelt Public Meeting
	Duchesne to Vernal	Left hand turn lanes and passing lanes needed between Fr. Duchesne and Vernal	Design	04/07-05/07	Roosevelt Public Meeting
	Duchesne to Jensen	Four lanes (at least) from Duchesne all the way to Jensen	Design	04/07-05/07	Roosevelt Public Meeting
	Roosevelt	1500 E/US 40 Congested intersection, unsafe crossing, near school, near college and VOC center.	Safety	04/07-05/07	Roosevelt Public Meeting
	Roosevelt	Merge lanes need to be extened at top of Mortenson hill going north and UBET hill going south.	Design	04/07-05/07	Roosevelt Public Meeting
	Myton to Bridgeland	Need turn lanes for left hand turns from Myton to Bridgeland. Tankers do not slow down, they are dangerous (esp 7000 W).	Design	04/07-05/07	Roosevelt Public Meeting
	General	Brindge over Uintah River needs to be widened.	Design	04/07-05/07	Roosevelt Public Meeting
	Roosevelt	Fix WB left turn lanes at Roosevelt and Major road at around MP 115.	Design	04/07-05/07	Roosevelt Public Meeting
	Roosevelt	Bridge over Antelope creek needst o be widened.	Design	04/07-05/07	Roosevelt Public Meeting



Commentor	Issue Location	Comment Summary	Issue Category	Date	Source/Event
	Fruitland	Passing lanes too short at MP 65.5	Design	04/07-05/07	Heber City Stakeholder Meeting
	Fruitland	Fix geometrics between MP 55-MP 60	Design	04/07-05/07	Vernal Stakeholder meeting
	Daniels Canyon	Passing lanes too short at MP 50	Design	04/07-05/07	Heber City Stakeholder Meeting
	Daniels Canyon	Passing lanes too short at MP 23	Design	04/07-05/07	Heber City Stakeholder Meeting
	Roosevelt	Over at Myton Bridge- Green River access road and by UBET (old) building all along the way.	Safety	04/07-05/07	Roosevelt Public Meeting
	Daniels Canyon	Need alternative route if Starvation Res. Bridge is damaged or closed.	Design	04/07-05/07	Roosevelt Public Meeting
	General	Identify primary wildlife strike areas, provide solutions for these area.	Wildlife	04/07-05/07	Roosevelt Public Meeting
	Daniels Canyon	Deer migration route about MP 60	Wildlife	04/07-05/07	Roosevelt Public Meeting
	Daniels Canyon	Restroom issues, need additional facilities on west end of corridor.	Misc.	04/07-05/07	Roosevelt Public Meeting
	Currant Creek	Ice on roadway near Currant Creek, road in shady part of mountains and doesn't melt.	Safety	04/07-05/07	Roosevelt Public Meeting
	General	Slow RV traffic, Need policy for this and ATVs in pickup trucks; risk of flying off due to accident.	Congestion	04/07-05/07	Roosevelt Public Meeting
	General	Do not want bypass Pole line road	Design	04/07-05/07	Roosevelt Public Meeting
	Roosevelt	Dangerous intersection at Stewart's Grocery in Roosevelt	Intersection Safety	04/07-05/07	Roosevelt Public Meeting
	Myton/Roosevelt	Between MP 105-110, second hill, two lanes merge into one, need left turning lane.	Design	04/07-05/07	Roosevelt Public Meeting
	General	Concerned about animals and Deer conflict	Wildlife	04/07-05/07	Roosevelt Public Meeting
	General	Need more law enforcement all throughout corridor.	Safety	04/07-05/07	Roosevelt Public Meeting



Commentor	Issue Location	Comment Summary	Issue Category	Date	Source/Event
	Daniels Canyon	About MP 30, one mile section that needs to be wider	Design	04/07-05/07	Roosevelt Public Meeting
	Myton	Left turn conflict on top of Myton Bench, needs center turn lane.	Design	04/07-05/07	Roosevelt Public Meeting
	Myton	Both sides of MP 108, high speeds, passing lane ends at top of hill, poor sight distance	Design	04/07-05/07	Roosevelt Public Meeting
	General	Lack of signage (warning) of sight distance and crossing of vehicles including agricultural use.	Safety	04/07-05/07	Roosevelt Public Meeting
	Roosevelt	Ag access and accel/deccel lanes are lacking.	Design	04/07-05/07	Roosevelt Public Meeting
Terry Buyton	Roosevelt	1500 East County line, Develop commercial area worried about sewer he installed and what the road way improvements will do.	Misc.	04/07-05/07	Roosevelt Public Meeting
Terry Buyton	Roosevelt to Vernal	Need four lane highway, Roosevelt to Vernal	Design	04/07-05/07	Roosevelt Public Meeting
	Roosevelt to Vernal	Congestion, intersection road from south on to US 40 near (west) of MP 135. Conflict/sight distance	Design	04/07-05/07	Roosevelt Public Meeting
	Roosevelt to Vernal	Sight distance problem, passing lane, Visual "hole" striping should be changed to no passing MP 138	Safety	04/07-05/07	Roosevelt Public Meeting
	Roosevelt	Three lane section extend west from MP 130.	Design	04/07-05/07	Roosevelt Public Meeting
Brad Watkins	Vernal	Left Turn Signal standard on all lights in Vernal	Intersection Safety	04/07-05/07	Vernal Stakeholder meeting
Charleene Nance	General	More passing lanes, longer duration	Design	04/07-05/07	Vernal Stakeholder meeting
Robert Riddle	Daniels Canyon	Livestock on highway in Daniels Canyon	Wildlife	04/07-05/07	Heber City Stakeholder Meeting
Robert Riddle	Daniels Canyon to Duchesne	Large tanker traffic from Daniels Canyon to Duchesne	Congestion	04/07-05/07	Heber City Stakeholder Meeting
Robert Riddle	Strawberry Res.	Snowmobile parking off highway, Strawberry reservior	Misc.	04/07-05/07	Heber City Stakeholder Meeting



Commentor	Issue Location	Comment Summary	Issue Category	Date	Source/Event
Robert Riddle	Daniels Canyon	Need fencing of ROW for livestock in Daniels Canyon	Wildlife	04/07-05/07	Heber City Stakeholder Meeting
Robert Riddle	Daniels Canyon	Need Livestock loading/unloading facilities Center Canyon	Design	04/07-05/07	Heber City Stakeholder Meeting
Robert Riddle	Strawberry Valley	Need winter parking on highway maintenance of winter parking lots, Strawberry Valley	Recreation Facilities	04/07-05/07	Heber City Stakeholder Meeting
Robert Riddle	Daniels Canyon	Consider scenic highways for US 40 and 35 Daniels to Francis	Misc.	04/07-05/07	Heber City Stakeholder Meeting
Kris Allen	Heber City	Turn lane at Airport road, US 40 Heber (not within the study but needs to be done.	Misc.	04/07-05/07	Heber City Stakeholder Meeting
Kris Allen	General	Rest areas would be helpful along corridor.	Design	04/07-05/07	Heber City Stakeholder Meeting
Kris Allen	Heber City	Now Wasatch County School district does not bus students past Tami lane. We do use a turn around just past there. As we grow, please help us by providing turn lanes into an dout of developments. Also, if a bus can fully get off a roadway we do not have to activate red lights and stop traffic, unless someone crosses a roadway. If we are provided enough of a shoulder to exist this is best. School buses are always the slowest traffic, help us with passing lanes.	Design	04/07-05/07	Heber City Stakeholder Meeting
Bret Reynolds	General	Lack of safe passing lanes, narrow shoulders, bad geometrics (especially near Currant Creek)	Design	04/07-05/07	Vernal Stakeholder meeting
Bret Reynolds	Naples	Additional Passing lanes along corridor	Design	04/07-05/07	Vernal Stakeholder meeting
Bret Reynolds	Naples	Signal needed in Naples, MP 148.	Intersection Safety	04/07-05/07	Vernal Stakeholder meeting



Commentor	Issue Location	Comment Summary	Issue Category	Date	Source/Event
Bret Reynolds	General	Need to develop spot improvements to resolve geometric issues, reduce accidents , provide additional passing opportunities. Improvements need to be done towards the ultimate roadway consisting of a divided four lane facility. Stay away from a five lane facility except through urban areas. If there are constraints requiring a section narrower than a divided facility provide a barrier between opposing traffic. Provide at grade intersections look at areas where a lot can be done at the least cost to keep high cost/impact areas for later.	Safety	04/07-05/07	Vernal Stakeholder meeting
	Duchesne	Hotel and residential development, SE of Duchesne, about MP 87	Growth/Development	04/07-05/07	Heber City Stakeholder Meeting
Paul Baum – UDOT Tabiona Maint Shed	Fruitland	MP 62 – 68 – road narrows	Design	03/07	Stakeholder Interview
Paul Baum – UDOT Tabiona Maint Shed	Fruitland	MP 65 – 65.5 – Bridge structure at Red Crk Sand Wash needs assessment	Maintenance	03/07	Stakeholder Interview
Paul Baum – UDOT Tabiona Maint Shed	Fruitland	MP 61 – Unsafe / unprotected turning movements – primarily in summer	Safety	03/07	Stakeholder Interview
Paul Baum – UDOT Tabiona Maint Shed	Fruitland	MP 61, 62-63 – insufficient passing lanes – causes delays, congestion and unsafe passing activities	Design	03/07	Stakeholder Interview
Paul Baum – UDOT Tabiona Maint Shed	Fruitland	MP 62-68 – Fruitland Store to Tabiona Junction – Narrow roadway	Design	03/07	Stakeholder Interview
Paul Baum – UDOT Tabiona Maint Shed	Fruitland	MP 65 – 66.5 – box culvert structures are inadequate – need replacement	Design	03/07	Stakeholder Interview
Paul Baum – UDOT Tabiona Maint Shed	Fruitland	MP 57 – 60 EB, MP 61.4 – 61.6 WB and MP 66.6 – 68 EB – insufficient passing lanes for traffic volumes and safe travel	Safety	03/07	Stakeholder Interview
Paul Baum – UDOT Tabiona Maint Shed	Fruitland	MP 65 – narrow and curving roadway – needs realignment	Design	03/07	Stakeholder Interview
Paul Baum – UDOT Tabiona Maint Shed	Fruitland	MP 61 and 65 – unsafe merging conflict – lack of accel lanes	Design	03/07	Stakeholder Interview
Paul Baum – UDOT Tabiona Maint Shed	Fruitland	MP 59 – Viewpoint / pulloff – needs clean up, renovation, repaving, repair or replace to provide	Maintenance	03/07	Stakeholder Interview

Commentor	Issue Location	Comment Summary	Issue Category	Date	Source/Event
		safe facility in good condition			
Paul Baum – UDOT Tabiona Maint Shed	General	High truck volumes throughout Paul’s section – estimate at 50 to 60% of overall traffic volumes – cause speed conflicts, unsafe merging conditions, traffic delays	Congestion	03/07	Stakeholder Interview
Paul Baum – UDOT Tabiona Maint Shed	General	Increasing volume of wildlife strikes by large trucks throughout this section	Wildlife	03/07	Stakeholder Interview
Paul Baum – UDOT Tabiona Maint Shed		Traffic conflicts at the following intersections or access points on US 40§ MP 59.7 – rt turn EB, MP 60.8 – left turn EB, MP 61 – left and rt turn EB, MP 62.8 – left and right turn EB, MP 63.2 – left turn EB, MP 63.9 – left turn EB at Meadow Estates, MP 64.4 – Rt. Turn EB, MP 64.6 – rt turn EB, MP 65.4 – left turn EB, MP 65.9 – left turn EB, MP 67.7 – rt turn EB	Intersection Safety	03/07	Stakeholder Interview
Tyke Kargis – UDOT Duchesne Maint Shed		Inconsistent roadway width throughout this section – presents safety concerns, passing difficulties, narrow shoulders, etc.	Design	03/07	Stakeholder Interview
Tyke Kargis – UDOT Duchesne Maint Shed		Narrow roadway – MP 68-69 and Duchesne East – insufficient shoulders for emergency use’	Design	03/07	Stakeholder Interview
Tyke Kargis – UDOT Duchesne Maint Shed		Narrow / frequent approaches and accesses – conflicts with highway traffic	Design	03/07	Stakeholder Interview
Tyke Kargis – UDOT Duchesne Maint Shed		Narrow roadways at hilltops – passing lanes end too soon, cause limited sight distance of approaching / passing vehicles	Design	03/07	Stakeholder Interview
Tyke Kargis – UDOT Duchesne Maint Shed		Passing conflicts with insufficient amount of dedicated passing lanes – WB MP 69 to Rest Area; Suggest extension of passing lane WB at MP 73.9	Design	03/07	Stakeholder Interview
Tyke Kargis – UDOT Duchesne Maint Shed		Frequent left turn areas without protected left turn lanes present turning conflicts with high speed highway traffic; Left turn lane at top of hill at MP 73.9 – visibility / safety problems	Safety	03/07	Stakeholder Interview



Commentor	Issue Location	Comment Summary	Issue Category	Date	Source/Event
Tyke Kargis – UDOT Duchesne Maint Shed		Wildlife issues; Strikes – Winter elk crossing area - MP 88-89, Vegetation in ROW causes limited visibility of wildlife – safety concern	Wildlife	03/07	Stakeholder Interview
Tyke Kargis – UDOT Duchesne Maint Shed		Freedom Bridge (Starvation Reservoir) reflectivity is poor	Misc.	03/07	Stakeholder Interview
Tyke Kargis – UDOT Duchesne Maint Shed		Starvation Reservoir Rest Area is in poor condition; asphalt is cracked and failed, lack of adequate picnic area, sidewalks and signage	Maintenance	03/07	Stakeholder Interview
Tyke Kargis – UDOT Duchesne Maint Shed		Guardrails need upgrading at MP 68-87	Maintenance	03/07	Stakeholder Interview
Tyke Kargis – UDOT Duchesne Maint Shed		Road surface in Duchesne is too high compared to curb/gutter height – causes drainage and maintenance problems	Design	03/07	Stakeholder Interview
Tyke Kargis – UDOT Duchesne Maint Shed		Some trees in Duchesne sidewalk corridors limit sight for drivers of other vehicles and pedestrians	Design	03/07	Stakeholder Interview
Tyke Kargis – UDOT Duchesne Maint Shed		SR 87 / US 40 intersection WB (on US 40) to NB (on SR 87) turn radius is too tight for large trucks – can't stay in their lane	Design	03/07	Stakeholder Interview
Tyke Kargis – UDOT Duchesne Maint Shed		SR 191 / US 40 intersection – turn radius too tight for large trucks	Design	03/07	Stakeholder Interview
Tyke Kargis – UDOT Duchesne Maint Shed		Narrow bridge at Strawberry River – check sufficiency rating	Design	03/07	Stakeholder Interview
Tyke Kargis – UDOT Duchesne Maint Shed		Bridgeland / US 40 intersection – county road approach is too narrow, conflict between high speed US 40 vehicles and slow moving trucks merging on and off Bridgeland – lack of accel / decel lanes	Congestion	03/07	Stakeholder Interview



Commentor	Issue Location	Comment Summary	Issue Category	Date	Source/Event
Duchesne County, City of Duchesne, and Duchesne County Special Services District Interview meeting with	Pleasant Valley Road	Pleasant Valley Rd. / US 40 Intersection - Conflict with trucks and vehicles entering and leaving US 40 at Pleasant Valley Rd.: Speed conflicts with no separation between vehicles, Lack of accel / decel lane, Lack of left turn protection	Design	03/07	Stakeholder Interview
Duchesne County, City of Duchesne, and Duchesne County Special Services District Interview meeting with	Bridgeland Road	Bridgeland Rd. / US 40 Intersection - Conflict with trucks and vehicles entering and leaving US 40 at Bridgeland Rd.; Speed conflicts with no separation between vehicles, Lack of accel / decel lane, Lack of left turn protection	Design	03/07	Stakeholder Interview
Duchesne County, City of Duchesne, and Duchesne County Special Services District Interview meeting with	General	Narrow shoulders throughout corridor – insufficient width for emergency pullouts, breakdowns, etc.	Design	03/07	Stakeholder Interview
Duchesne County, City of Duchesne, and Duchesne County Special Services District Interview meeting with	General	Bottlenecks on hills creates vehicle conflicts where climbing / passing lane runs out – especially due to truck traffic	Design	03/07	Stakeholder Interview



Commentor	Issue Location	Comment Summary	Issue Category	Date	Source/Event
Duchesne County, City of Duchesne, and Duchesne County Special Services District Interview meeting with	Red Creek/Fruitland	Red Creek / US 40 Intersection – congested and no separation and protection of conflicting vehicle movements; Lack of protected left turn lane, No passing lane for both east and west travel	Design	03/07	Stakeholder Interview
Duchesne County, City of Duchesne, and Duchesne County Special Services District Interview meeting with	Ioka Junct.	Approx. 25 School bus stops are directly on US 40 in Duchesne Co. and have no protection; Consider developing pullouts off US 40 for school bus stops, Particularly bad near SH 87 hill – visibility is limited for oncoming vehicles	Safety	03/07	Stakeholder Interview
Duchesne County, City of Duchesne, and Duchesne County Special Services District Interview meeting with	Ioka Junct.	High speed on SH 87 at approach to US 40	Safety	03/07	Stakeholder Interview
Duchesne County, City of Duchesne, and Duchesne County Special Services District Interview meeting with	Duchesne	High volume of truck traffic through Duchesne; noise, conflict with other vehicles and pedestrians – lack of a truck route	Congestion	03/07	Stakeholder Interview



Commentor	Issue Location	Comment Summary	Issue Category	Date	Source/Event
Duchesne County, City of Duchesne, and Duchesne County Special Services District Interview meeting with	Roosevelt	School crossing safety concerns on US 40 in Roosevelt	Safety	03/07	Stakeholder Interview
Duchesne County, City of Duchesne, and Duchesne County Special Services District Interview meeting with	Roosevelt	Congestion / insufficient capacity west of Roosevelt; Note: a widening project, expanding to 4 lanes is already in the STIP	Congestion	03/07	Stakeholder Interview
Duchesne County, City of Duchesne, and Duchesne County Special Services District Interview meeting with	Roosevelt	Congestion in Roosevelt – school crossing safety concerns on US 40	Congestion	03/07	Stakeholder Interview
Duchesne County, City of Duchesne, and Duchesne County Special Services District Interview meeting with	Ioka Junct.	SH 87 / US 40 – lack of control, high congestion, conflicts, low LOS all day, poor visibility due to parked cars	Intersection Safety	03/07	Stakeholder Interview



Commentor	Issue Location	Comment Summary	Issue Category	Date	Source/Event
Duchesne County, City of Duchesne, and Duchesne County Special Services District Interview meeting with	Atelope Canyon Road (MP 96)	Bridgeland Rd. / US 40 needs improvement to support heavy volume truck use – conflicts, slow merging, lack of dedicated turn lanes, accel/decel lanes, etc.	Intersection Safety	03/07	Stakeholder Interview
Duchesne County, City of Duchesne, and Duchesne County Special Services District Interview meeting with	MP 103.6 Pleasant Valley Rd.	Pleasant Valley / US 40 needs improvement to support heavy volume truck use – conflicts, slow merging, lack of dedicated turn lanes, accel/decel lanes, etc.	Intersection Safety	03/07	Stakeholder Interview
Duchesne County, City of Duchesne, and Duchesne County Special Services District Interview meeting with	Fruitland	Lack of “super” on US 40 curve at Red Creek turnoff	Design	03/07	Stakeholder Interview
Duchesne County, City of Duchesne, and Duchesne County Special Services District Interview meeting with	Ioka Junct.	Difficult / unworkable intersection geometrics – WB on US 40/NB on SH 87	Design	03/07	Stakeholder Interview



Commentor	Issue Location	Comment Summary	Issue Category	Date	Source/Event
Duchesne County, City of Duchesne, and Duchesne County Special Services District Interview meeting with	Daniels Summit	Congestion on Daniel's Summit – downhill WB conflicts w/trucks, vehicles and Recreational traffic – lack of passing lane	Design	03/07	Stakeholder Interview
Duchesne County, City of Duchesne, and Duchesne County Special Services District Interview meeting with	General	Capacity of existing roadway configuration is inadequate to meet traffic demands for the 20 yr planning horizon	Design	03/07	Stakeholder Interview
Duchesne County, City of Duchesne, and Duchesne County Special Services District Interview meeting with	Duchesne River Bridge	Duchesne River Bridge – sharp curve for Eastbound travel	Design	03/07	Stakeholder Interview
Duchesne County, City of Duchesne, and Duchesne County Special Services District Interview meeting with	Duchesne and Roosevelt	Street surfaces are higher than curb and gutter due to overlays – in both Duchesne and Roosevelt – causes drainage and maintenance problems	Design	03/07	Stakeholder Interview



Commentor	Issue Location	Comment Summary	Issue Category	Date	Source/Event
Duchesne County, City of Duchesne, and Duchesne County Special Services District Interview meeting with	Brokaw Road	Limited visibility on US 40 at 4000 So. WB – intersection is at top of hill; Includes limited visibility at Brokaw Rd. for EB @ 4500 S	Design	03/07	Stakeholder Interview
Duchesne County, City of Duchesne, and Duchesne County Special Services District Interview meeting with	Roosevelt and Duchesne	Heavy truck volumes – especially between US 40 between Roosevelt and Duchesne - insufficient capacity to accommodate trucks and cars together	Design	03/07	Stakeholder Interview
Duchesne County, City of Duchesne, and Duchesne County Special Services District Interview meeting with	General	Insufficient number of left turn lanes, passing lanes and accel/decel lanes	Design	03/07	Stakeholder Interview
Duchesne County, City of Duchesne, and Duchesne County Special Services District Interview meeting with	Duchesne	New development SE of Duchesne: Residential – 1,000 lots, Access improvements such as left turn lanes may be needed, US 40 / County Rd. #29 intersection may need improvement to meet new traffic volumes – approx. 3 mi east	Growth/Development	03/07	Stakeholder Interview



Commentor	Issue Location	Comment Summary	Issue Category	Date	Source/Event
Duchesne County, City of Duchesne, and Duchesne County Special Services District Interview meeting with	Myton	New residential development is planned No. of Myton – may need access and safety improvements	Growth/Development	03/07	Stakeholder Interview
Duchesne County, City of Duchesne, and Duchesne County Special Services District Interview meeting with	Myton	New residential development – US 40 / 45,000 West intersection may need improvement to handle increased traffic; accel, decel, left turn lanes, etc.	Growth/Development	03/07	Stakeholder Interview
Duchesne County, City of Duchesne, and Duchesne County Special Services District Interview meeting with	Myton	New commercial and industrial development planned at MP 108 – West side of US 40 – 13 - 5-acre lots – not improved yet	Growth/Development	03/07	Stakeholder Interview
Duchesne County, City of Duchesne, and Duchesne County Special Services District Interview meeting with	Roosevelt and Duchesne	More commercial development is planned between Duchesne and Roosevelt	Growth/Development	03/07	Stakeholder Interview



Commentor	Issue Location	Comment Summary	Issue Category	Date	Source/Event
Duchesne County, City of Duchesne, and Duchesne County Special Services District Interview meeting with	Ioka Junct.	Truck brake noise on SH 87 as trucks approach US 40	Misc.	03/07	Stakeholder Interview
Duchesne County, City of Duchesne, and Duchesne County Special Services District Interview meeting with	Duchesne	Significant elk crossing area / animal strikes east of Duchesne City; To 4 miles east – MP 92/93 – especially bad in winter	Wildlife	03/07	Stakeholder Interview
Duchesne County, City of Duchesne, and Duchesne County Special Services District Interview meeting with	Duchesne to Starvation Resv.	Bike / pedestrian facility (separated pathway) is planned from Duchesne to Starvation Reservoir along Old US 40 (Starvation Lake Rd.) – also to connect to State Park – See Fred Hayes at Utah State Parks for more info / trail map	Bike/Pedestrian	03/07	Stakeholder Interview
Duchesne County, City of Duchesne, and Duchesne County Special Services District Interview meeting with	Roosevelt and Duchesne	Street surfaces are higher than curb and gutter due to overlays – in both Duchesne and Roosevelt - causes drainage and maintenance problems	Maintenance	03/07	Stakeholder Interview
Roosevelt City, Interview meeting comments	Roosevelt	Close proximity of large trucks to parallel parked cars along US 40 in Roosevelt	Safety	03/07	Stakeholder Interview
Roosevelt City, Interview meeting comments	Roosevelt	High speed entering Roosevelt – 55 – 65 mph	Safety	03/07	Stakeholder Interview



Commentor	Issue Location	Comment Summary	Issue Category	Date	Source/Event
Roosevelt City, Interview meeting comments	Union Highschool	Exposed irrigation canals along US 40 parallel with Union High School	Safety	03/07	Stakeholder Interview
Roosevelt City, Interview meeting comments	Roosevelt to Vernal	Delays and insufficient capacity overall, especially between Roosevelt and Vernal	Congestion	03/07	Stakeholder Interview
Roosevelt City, Interview meeting comments	Roosevelt to Vernal	Congestion EB between Roosevelt and Vernal – high traffic volumes, RV, truck and slow vehicle traffic – lack of passing lanes	Congestion	03/07	Stakeholder Interview
Roosevelt City, Interview meeting comments	Roosevelt	600 E / 200 N intersection with US 40 – luminaries go on and off unpredictably – causes dark intersection, safety concerns for pedestrians, etc.	Intersection Safety	03/07	Stakeholder Interview
Roosevelt City, Interview meeting comments	Roosevelt	L&L Corner(350 E / 2 N – 4 lane to 3 lane (2 lanes to 1 on WB side) creates congestion and safety concern / causes backup from signal	Intersection Safety	03/07	Stakeholder Interview
Roosevelt City, Interview meeting comments	Roosevelt	Angled intersections creates difficult visibility and safety hazard; 800 S / US 40, Summerall Lane (Intermountain Farmers Association), Airport Rd. / PoleLine Rd.	Intersection Safety	03/07	Stakeholder Interview
Roosevelt City, Interview meeting comments	Roosevelt	Confusing directional signage at L&L Corner	Design	03/07	Stakeholder Interview
Roosevelt City, Interview meeting comments	Roosevelt	WB on US 40 from Roosevelt – 90 degree bend is too tight for large trucks – can't stay in their travel lane when making the turn	Design	03/07	Stakeholder Interview
Roosevelt City, Interview meeting comments	Roosevelt	Many US 40 intersections are too tight for truck movements	Design	03/07	Stakeholder Interview
Roosevelt City, Interview meeting comments	General	Street surface elevation buildup from overlays in Roosevelt compromises drainage system function and has created dips at cross street intersections at 500 E and 700 E	Design	03/07	Stakeholder Interview



Commentor	Issue Location	Comment Summary	Issue Category	Date	Source/Event
Roosevelt City, Interview meeting comments	Roosevelt	2 lane to 1 at 200 W (at the industrial park) creates congestion	Design	03/07	Stakeholder Interview
Roosevelt City, Interview meeting comments	Roosevelt	Lack of protected left turn lanes – both directions in and out of Roosevelt	Design	03/07	Stakeholder Interview
Roosevelt City, Interview meeting comments	General	Narrow shoulders throughout corridor – no space for emergency pulloff	Design	03/07	Stakeholder Interview
Roosevelt City, Interview meeting comments	Vernal/Roosevelt	Single access point into Wal-Mart is insufficient to meet traffic demand, causes congestion – also encourages inappropriate and unsafe travel through adjacent properties to access / leave Wal-Mart	Design	03/07	Stakeholder Interview
Roosevelt City, Interview meeting comments	Roosevelt	2000 W / US 40 – turn geometrics are too narrow for truck movements	Design	03/07	Stakeholder Interview
Roosevelt City, Interview meeting comments	Roosevelt	City desire to continue decorative lighting from Roosevelt through town – East to Ballard and West to Rodeo Dr.	Design	03/07	Stakeholder Interview
Roosevelt City, Interview meeting comments	Roosevelt	Continue sidewalks / curb and gutter	Design	03/07	Stakeholder Interview
Roosevelt City, Interview meeting comments	Roosevelt	Roosevelt planned street improvement at 5th W – 200 S to US 40 will cause increased traffic at US 40	Design	03/07	Stakeholder Interview
Roosevelt City, Interview meeting comments	Roosevelt	inadequate drainage control from US 40 near rodeo grounds and at industrial park onto private lands	Misc.	03/07	Stakeholder Interview
Roosevelt City, Interview meeting comments	General	City requests coordination with UDOT to develop an integrated drainage plan for US 40 through City	Misc.	03/07	Stakeholder Interview



Commentor	Issue Location	Comment Summary	Issue Category	Date	Source/Event
Roosevelt City, Interview meeting comments	Roosevelt	Need better coordination and irrigation ditch management between UDOT, City of Roosevelt and Irrigation District to manage US 40 runoff	Misc.	03/07	Stakeholder Interview
Roosevelt City, Interview meeting comments	General	Include cross culverts in US 40 when reconstruction occurs to provide for future city water and sewer installation to avoid digging up US 40 when installation occurs	Misc.	03/07	Stakeholder Interview
Roosevelt City, Interview meeting comments	Roosevelt	New commercial development in town at industrial park – causes increased traffic and congestion		03/07	Stakeholder Interview
Roosevelt City, Interview meeting comments	General	Higher truck and traffic volumes due to oil/gas development	Growth/Development	03/07	Stakeholder Interview
Roosevelt City, Interview meeting comments	Roosevelt	Roosevelt city annexation planned at 2500 W – S side of US 40	Growth/Development	03/07	Stakeholder Interview
Roosevelt City, Interview meeting comments	Roosevelt	New hotels planned west of Roosevelt – S side of US 40 – one 40 unit and one 60 unit	Growth/Development	03/07	Stakeholder Interview
Roosevelt City, Interview meeting comments	Roosevelt	Refinery property near Roosevelt – industrial development – N side of US 40	Growth/Development	03/07	Stakeholder Interview
Roosevelt City, Interview meeting comments	Roosevelt	Moon Lake development in Roosevelt – (local electric company) – plan to relocate business west of IFA property to N side of US 40 – 100 employees, plus customer traffic	Growth/Development	03/07	Stakeholder Interview
Roosevelt City, Interview meeting comments	General	Road/stormwater runoff from US 40 into canals presents environmental concerns	Environmental	03/07	Stakeholder Interview
Roosevelt City, Interview meeting comments	Roosevelt	Roosevelt is planning bike/ped route off US 40; through town / crosses US 40 at Lagoon St. – suggest improvements to US 40 that connect to City's system	Bike/Pedestrian	03/07	Stakeholder Interview



Commentor	Issue Location	Comment Summary	Issue Category	Date	Source/Event
Roosevelt City, Interview meeting comments	Roosevelt	300 S / US 40 – ped crossing to Jr. High School presents safety concerns	Bike/Pedestrian	03/07	Stakeholder Interview
Roosevelt City, Interview meeting comments	Roosevelt	Lack of bike lane on US 40 through town to complement City's system	Bike/Pedestrian	03/07	Stakeholder Interview
Roosevelt City, Interview meeting comments	Roosevelt TO Vernal	Unsafe bike / ped travel between Roosevelt and Vernal – no facility	Bike/Pedestrian	03/07	Stakeholder Interview
Roosevelt City, Interview meeting comments	Roosevelt	State St. / US 40 intersection – No crosswalk	Bike/Pedestrian	03/07	Stakeholder Interview
Roosevelt City, Interview meeting comments	Roosevelt	300 S / US 40 intersection – No crosswalk or signal to provide protected ped crossing	Bike/Pedestrian	03/07	Stakeholder Interview
Roosevelt City, Interview meeting comments	Roosevelt	Show and ice buildup at curbs in Roosevelt – causes cars to park further into travel lane – causes safety concern with passing trucks / traffic	Maintenance	03/07	Stakeholder Interview
Roosevelt City, Interview meeting comments	General	Pick up / sweeping of US 40 to remove salt and gravel quicker	Maintenance	03/07	Stakeholder Interview
Roosevelt City, Interview meeting comments	Daniels Canyon	Potholes around the Daniels Summit / Strawberry Area - most areas are good	Maintenance	03/07	Stakeholder Interview
Roosevelt City, Interview meeting comments	General	No public transit, buses, etc. exists in the corridor	Misc.	03/07	Stakeholder Interview
Roosevelt City, Interview meeting comments	General	No rail exists in the corridor	Misc.	03/07	Stakeholder Interview
Roosevelt City, Interview meeting comments	General	Improvements are needed soon! Additional truck / traffic volumes are a problem	Misc.	03/07	Stakeholder Interview



Commentor	Issue Location	Comment Summary	Issue Category	Date	Source/Event
Roosevelt City, Interview meeting comments	Roosevelt	Roosevelt City wants more state support and involvement in commercial business signage, available services, etc. – consider new gateway signage	Misc.	03/07	Stakeholder Interview
Roosevelt City, Interview meeting comments	General	Some unsafe passing areas throughout corridor - Re-evaluate striping for location of “No Passing” lanes throughout corridor	Safety	03/07	Stakeholder Interview
Roosevelt City, Interview meeting comments	General	High speeds throughout corridor	Safety	03/07	Stakeholder Interview
Uintah County, Interview comments	General	Drowsy drivers – consider signage / rumble strips to alert drowsy drivers	Safety	03/07	Stakeholder Interview
Uintah County, Interview comments	Vernal to Roosevelt	Vernal to Roosevelt – traffic delays / truck delays	Congestion	03/07	Stakeholder Interview
Uintah County, Interview comments	Vernal	MP 140 – EB roadway narrows from 2 lanes to 1 – causes safety and congestion issues	Congestion	03/07	Stakeholder Interview
Uintah County, Interview comments	Vernal	1500 W and 1000 S in Vernal – congestion at access to US 40	Congestion	03/07	Stakeholder Interview
Uintah County, Interview comments	Vernal	Lack of traffic gaps through Vernal – causes congestion and safety concerns for merging traffic	Congestion	03/07	Stakeholder Interview
Uintah County, Interview comments	MP148/Bonanza Highway	US 40 / 2500 S, 1500 E, 2750 S, SH 45 intersections are congested	Congestion	03/07	Stakeholder Interview
Uintah County, Interview comments	Ballard	Ballard – MP 115.4 at Big O Tire (Industrial Park N) and 1500 E / Old Airport Rd. intersections are congested – difficult access on and off US 40	Congestion	03/07	Stakeholder Interview
Uintah County, Interview comments	Vernal	24 hour oil / gas development operations cause Vernal population to double daily – results in increased traffic volumes	Congestion	03/07	Stakeholder Interview
Uintah County, Interview comments	Roosevelt to Vernal	Congestion / dangerous intersection – MP 115 to 141	Congestion	03/07	Stakeholder Interview
Uintah County, Interview comments	General	Passing conflicts / congestion – insufficient passing lane distance to reduce congestion	Congestion	03/07	Stakeholder Interview
Uintah County, Interview comments	Vernal to Roosevelt	Heavy congestion from Vernal to Roosevelt – heavy truck traffic – suggest 4 lanes each	Congestion	03/07	Stakeholder Interview



Commentor	Issue Location	Comment Summary	Issue Category	Date	Source/Event
		direction			
Uintah County, Interview comments	Roosevelt TO Vernal	High volume truck traffic / merge at 12 Mile Wash – MP 134	Intersection Safety	03/07	Stakeholder Interview
Uintah County, Interview comments	General	Slow truck merge causes delays and safety concerns from higher speed vehicles on US 40 – no accel/decel lanes	Safety	03/07	Stakeholder Interview
Uintah County, Interview comments	Roosevelt TO Vernal	Dangerous intersection US 40 at MP 134	Intersection Safety	03/07	Stakeholder Interview
Uintah County, Interview comments		US 40 / 500 S – unsafe / congested intersection - address signal needs	Intersection Safety	03/07	Stakeholder Interview
UTSSD interview comments		US 40 / 2500 S / 1500 E – unsafe / congested intersection - address signal needs	Intersection Safety	03/07	Stakeholder Interview
UTSSD interview comments		Congestion Vernal to Roosevelt	Congestion	03/07	Stakeholder Interview
UTSSD interview comments		Safety – 9 Mile Rd. intersection	Safety	03/07	Stakeholder Interview
UTSSD interview comments	Bonanza Highway	Design issues – SR 45 / US 40	Design	03/07	Stakeholder Interview
UTSSD interview comments	Roosevelt TO Vernal	Additional passing lanes Roosevelt to Vernal	Design	03/07	Stakeholder Interview



Commentor	Issue Location	Comment Summary	Issue Category	Date	Source/Event
UTSSD interview comments	Vernal	Widen to 4 lanes – west end of Vernal	Design	03/07	Stakeholder Interview
UTSSD interview comments	Bonanza Highway	Modify intersection approach – SR 45 / US 40	Intersection Safety	03/07	Stakeholder Interview
UTSSD interview comments	Roosevelt	UTSSD is currently designing 2000 W which will move traffic from SR 121 to US 40. The intersection S will be at 1750 W. This road will be a main road intended to move traffic north and south and to reduce congestion on SR 121. Increased development on the west end of Vernal / US 40 will only make the congestion worse. Need additional traffic signals.	Growth/Development	03/07	Stakeholder Interview
UTSSD interview comments	Duchesne	Site distance limitation on US 40 curve approaching MP 134	Design	03/07	Stakeholder Interview
UTSSD interview comments	General	Re-evaluate striping for location of “No Passing” lanes throughout corridor	Design	03/07	Stakeholder Interview
UTSSD interview comments	Jensen	Roadway deterioration on US 40 between Jensen and Colorado state line due to heavy truck traffic	Design	03/07	Stakeholder Interview
UTSSD interview comments	Duchesne	Also damage at Pleasant Valley Rd., MP 134 and 12 Mile Rd.	Design	03/07	Stakeholder Interview



Commentor	Issue Location	Comment Summary	Issue Category	Date	Source/Event
UTSSD interview comments	Vernal	US 40 roadway is narrow between MP 140 and 141	Design	03/07	Stakeholder Interview
UTSSD interview comments	General	New signals should include "Opticon" for emergency vehicle signal control	Intersection Safety	03/07	Stakeholder Interview
UTSSD interview comments	Vernal	Narrow roadway at MP 149.6	Design	03/07	Stakeholder Interview
UTSSD interview comments	General	Truck turning movements are difficult at many intersections – geometrics don't work – need signage for trucks with turning info	Design	03/07	Stakeholder Interview
UTSSD interview comments	Vernal	Additional traffic from 1500 W and 1750 W onto US 40	Growth/Development	03/07	Stakeholder Interview
UTSSD interview comments	Vernal	Angled intersection at 1500 W / US 40 – difficult visibility	Growth/Development	03/07	Stakeholder Interview
UTSSD interview comments	Vernal	New commercial development planned from MP 141 into the City of Vernal	Growth/Development	03/07	Stakeholder Interview
UTSSD interview comments	Vernal	New college (Utah State) planned in Vernal for Fall 2008 – 135-140 acres – will cause increased traffic	Growth/Development	03/07	Stakeholder Interview



Commentor	Issue Location	Comment Summary	Issue Category	Date	Source/Event
UTSSD interview comments	General	Oil and gas permit numbers; two years ago – 300 approved permits to drill (APD)for the year / Now – 700 APD / Next yr – planned for 1500 APD	Growth/Development	03/07	Stakeholder Interview
UTSSD interview comments	General	Hazardous waste in trucks – concern for accurate placard use and possible spills – inadequate enforcement	Environmental	03/07	Stakeholder Interview
UTSSD interview comments	Bridgeland to Myton	Concern for US 40 impacts to wetlands between Bridgeland and Myton	Environmental	03/07	Stakeholder Interview
UTSSD interview comments	Bridgeland to Myton	Concern for impacts to tribal lands and resources between Bridgeland and Myton	Environmental	03/07	Stakeholder Interview
UTSSD interview comments	General	Lack of bike lanes on US 40	Bike/Pedestrian	03/07	Stakeholder Interview
UTSSD interview comments	General	Lack of adequate shoulder width for safe bike and emergency use	Bike/Pedestrian	03/07	Stakeholder Interview
UTSSD interview comments	Vernal	City of Vernal desires separated bike / ped facility between Vernal and Roosevelt	Bike/Pedestrian	03/07	Stakeholder Interview
City of Vernal interview comments	Vernal	High speed entering Vernal – Near Wal-Mart, new bank, new Lowe's Home Center (1500 S) and new hotels – consider lowering speed limit to 35 mph from 400 S to 1500 S	Safety	03/07	Stakeholder Interview
City of Vernal interview comments	Vernal	High accident volumes in Vernal	Safety	03/07	Stakeholder Interview



Commentor	Issue Location	Comment Summary	Issue Category	Date	Source/Event
City of Vernal interview comments	Vernal	High speeds at Valley Overlook – west of Vernal on US 40	Safety	03/07	Stakeholder Interview
City of Vernal interview comments	Vernal	Consider reducing speed to 50 mph at Overlook	Safety	03/07	Stakeholder Interview
City of Vernal interview comments	Vernal	Truck traffic in Vernal – high speeds, unsafe for parallel parking due to close proximity of truck traffic	Safety	03/07	Stakeholder Interview
City of Vernal interview comments	Vernal	Vernal Overlook is unsafe due to poor/lack of lighting	Safety	03/07	Stakeholder Interview
City of Vernal interview comments	Vernal	Speed limit too high for safe travel at EB entrance to Vernal – consider reducing speed to 35 mph before reaching 1500 S, Lowe's, Wal-Mart area	Safety	03/07	Stakeholder Interview
City of Vernal interview comments	Vernal	Evaluate the following intersections for congestion – due to new development; 000 S, 200 W, 2500 W	Intersection Safety	03/07	Stakeholder Interview
City of Vernal interview comments	Vernal	City prefers to move truck traffic out of City	Congestion	03/07	Stakeholder Interview
City of Vernal interview comments	Vernal	A.M. / Noon / P.M. peak traffic causes congestion on US 40 with multiple intersections in Vernal	Congestion	03/07	Stakeholder Interview
City of Vernal interview comments	Vernal	Lack of protected left turn lanes, signals need updating to include protected left turn movement – 5th E, 5th W and 1000 W	Intersection Safety	03/07	Stakeholder Interview
City of Vernal interview comments	Jensen to Naples	Lack of turning lanes to reduce congestion – Jensen to Naples	Congestion	03/07	Stakeholder Interview
City of Vernal interview comments	Vernal	Lack of passing lanes causes congestion, delays, etc. – Vernal to Ouray Turnoff	Congestion	03/07	Stakeholder Interview
City of Vernal interview comments	Vernal	Congestion / safety for E and W traffic at 2500 W	Congestion	03/07	Stakeholder Interview
City of Vernal interview comments	Vernal	Large trucks create congestion, noise and hazardous materials concerns through Vernal – consider a truck route	Congestion	03/07	Stakeholder Interview
City of Vernal interview comments	General	Congestion / delays between Vernal and Roosevelt, Roosevelt to Myton, Myton to Duchesne – insufficient number of lanes/passing lanes to reduce congestion and delays	Congestion	03/07	Stakeholder Interview

Commentor	Issue Location	Comment Summary	Issue Category	Date	Source/Event
City of Vernal interview comments	Vernal	US 40 Geometrics; Vernal Ave. / US 40 – can't handle large trucks in their lane	Intersection Safety	03/07	Stakeholder Interview
City of Vernal interview comments	Vernal	Signal at US 40 / Vernal Ave. not visible in early morning	Intersection Safety	03/07	Stakeholder Interview
City of Vernal interview comments	Vernal	US 40 / Ouray Turnoff – speed conflict with merging trucks – lack of accel/decel lanes	Intersection Safety	03/07	Stakeholder Interview
City of Vernal interview comments	Vernal	US 40 / 1500 W – angled intersection – difficult visibility	Design	03/07	Stakeholder Interview
City of Vernal interview comments	Vernal	Congestion / safety due to lane configuration at MP 140.1 and 140 at crest of hill at Valley Overlook and 2500 W – west of Vernal – limited visibility for oncoming traffic at crest of hill	Design	03/07	Stakeholder Interview
City of Vernal interview comments	General	Consider speed reduction	Safety	03/07	Stakeholder Interview
City of Vernal interview comments	Vernal	Narrow US 40 roadway at MP 140.9 – congestion	Congestion	03/07	Stakeholder Interview
City of Vernal interview comments	Vernal	US 40 Geometrics; Vernal Ave. / US 40 – can't handle large trucks in their lane	Design	03/07	Stakeholder Interview
City of Vernal interview comments	General	Need Access / Approach design guidelines from UDOT; Review UDOT standards to accommodate higher traffic volumes	Design	03/07	Stakeholder Interview
City of Vernal interview comments	Vernal	Signal timing causes traffic delays – 500 E, 500 W, 1000 W	Design	03/07	Stakeholder Interview
City of Vernal interview comments	Vernal	Signal request at US 40 / 1000 W – due to existing congestion and anticipated traffic growth due to new Lowe's Home Center development – check warrants	Design	03/07	Stakeholder Interview
City of Vernal interview comments	Vernal	Poor sight distance – US 40 / 2500 W	Design	03/07	Stakeholder Interview
City of Vernal interview comments	Vernal	Poor sight distance – US 40 and Valley Overlook west of Vernal	Design	03/07	Stakeholder Interview
City of Vernal interview comments	Vernal	Poor sight distance – US 40 / Ouray Turnoff – for WB traffic entering US 40	Design	03/07	Stakeholder Interview
City of Vernal interview comments	Vernal	Utah State University development – US 40 / 1750 W intersection; Difficult access, congestion,	Growth/Development	03/07	Stakeholder Interview



Commentor	Issue Location	Comment Summary	Issue Category	Date	Source/Event
		lack of traffic gaps			
City of Vernal interview comments	Vernal	Evaluate the following intersections for congestion – due to new development; 1000 S, 200 W, 2500 W, See Lowe’s traffic study	Growth/Development	03/07	Stakeholder Interview
City of Vernal interview comments	Vernal	Vernal is becoming more a regional hub – retail, USU development, etc. – this will create more consistent higher traffic volumes in the future.	Growth/Development	03/07	Stakeholder Interview
City of Vernal interview comments	General	US 40 drainage / Stormwater runoff includes hazardous materials	Environmental	03/07	Stakeholder Interview
City of Vernal interview comments	General	Request UDOT manage and control US 40 runoff – plan facilities to accommodate runoff as needed for 100 yr event	Environmental	03/07	Stakeholder Interview
City of Vernal interview comments	Vernal	UDOT Stormwater system does not work with City drainage system	Design	03/07	Stakeholder Interview
City of Vernal interview comments	Vernal	City system cannot handle US 40 runoff capacity – and shouldn’t have to	Environmental	03/07	Stakeholder Interview
City of Vernal interview comments	Vernal	High unacceptable truck noise through Vernal – “No Jake Brakes” city regulation is in place already	Misc.	03/07	Stakeholder Interview
City of Vernal interview comments	General	Large trucks are dirty	Misc.	03/07	Stakeholder Interview
City of Vernal interview comments	General	US 40 runoff – hazardous chemicals, salts, oil, etc. into the irrigation ditches – UDOT must control it’s runoff water	Environmental	03/07	Stakeholder Interview
City of Vernal interview comments	Vernal	Congestion and visibility issues at the following Vernal locations; 5th W / US 40, Vernal Ave / US 40	Bike/Pedestrian	03/07	Stakeholder Interview
City of Vernal interview comments	Vernal	1000 W / US 40 – 3 school access points – no protected left turn – misalignment of 1000 W, confusion	Bike/Pedestrian	03/07	Stakeholder Interview
City of Vernal interview comments	Naples to Vernal	Later winter and spring dirt problems on US 40 – Naples to Vernal	Maintenance	03/07	Stakeholder Interview
City of Vernal interview comments	Vernal	Need school bus drop off /pick up location info	Misc.	03/07	Stakeholder Interview



Commentor	Issue Location	Comment Summary	Issue Category	Date	Source/Event
City of Vernal interview comments	General	Lack of adequate communications on regular basis between UDOT and Cities	Misc.	03/07	Stakeholder Interview
City of Vernal interview comments	General	Incorporate other city and area plans; City of Vernal transportation plan, Uintah Co. Recreation Special Services District, Transportation Special Services District	Misc.	03/07	Stakeholder Interview
City of Vernal interview comments	Vernal	A downtown revitalization plan is now underway – incorporate / coordination recommendations as appropriate	Misc.	03/07	Stakeholder Interview
City of Naples Interview comments	Naples	Trucks parked along US 40 block visibility from side streets for vehicles entering US 40 – lack of off street parking for trucks - @ 2500 S, etc.	Safety	03/07	Stakeholder Interview
City of Naples Interview comments	Naples	Large trucks are causing roadway rutting – dangerous water buildup and uneven road surface – can make vehicle control difficult	Safety	03/07	Stakeholder Interview
City of Naples Interview comments	Naples	<p>Congestion and safety concerns at the following Naples intersections</p> <ul style="list-style-type: none"> - 500 S / 1500 E / US 40 - 1000 S / US 40 - 1500 S / US 40 - 2500 S / US 40 – include school crossing - SH 45 / US 40 – huge congestion here due to high volume large truck traffic headed to oil fields at Bonanza - 1300 S / US 40 - 1100 S / US 40 – a.m. / late afternoon / evening difficult visibility 	Intersection Safety	03/07	Stakeholder Interview
City of Naples Interview comments	Naples	1100 S / US 40 Narrow geometrics onto US 40 – don't work for trucks – turn radius is too small – state R.O.W. configuration problems		03/07	Stakeholder Interview
City of Naples Interview comments	Naples	US 40 drainage into Naples City system or gulches is problem – city system can't handle capacity demands, no control and concern for hazardous materials	Design	03/07	Stakeholder Interview
City of Naples Interview comments	Naples	Insufficient street lighting through Naples – poor intersection lighting	Safety	03/07	Stakeholder Interview
City of Naples Interview comments	General	US 40 needs beautification plan – include pedestrian amenities, lighting and aesthetic	Misc.	03/07	Stakeholder Interview



Commentor	Issue Location	Comment Summary	Issue Category	Date	Source/Event
		enhancements			
City of Naples Interview comments	Naples	Access management – See City of Naples Transportation plan recommendations	Misc.	03/07	Stakeholder Interview
City of Naples Interview comments	Naples	Need UDOT policy info to City of Naples to ensure common application and enforcement – consistency is the key to application of access management through city	Misc.	03/07	Stakeholder Interview
City of Naples Interview comments	Naples	Visibility / adequate facility issue - Lack of off street parking for trucks and cards to access local services; 7-11 convenience store, etc.	Misc.	03/07	Stakeholder Interview
City of Naples Interview comments	Naples	Hazardous materials in transport through town by trucks – includes dirty trucks that leave dirt and debris, along with some hazardous materials on streets of Naples	Environmental	03/07	Stakeholder Interview
City of Naples Interview comments	General	Environmental impacts from road dust through town	Environmental	03/07	Stakeholder Interview
City of Naples Interview comments	Naples	Safety concern for pedestrian crossing at 2500 S / US 40	Bike/Pedestrian	03/07	Stakeholder Interview
City of Naples Interview comments	Naples	Power poles in sidewalk are hazard to bike and peds – west side of US 40	Bike/Pedestrian	03/07	Stakeholder Interview
City of Naples Interview comments	General	US 40 striping is not reflective for night view	Maintenance	03/07	Stakeholder Interview
City of Naples Interview comments	Naples	Sand, dirt and salt buildup on US 40 through town – UDOT does not clean up soon or frequently enough; Requires call from City to UDOT before action is taken, Causes reduced visibility from dust, Environmental impacts from road dust	Maintenance	03/07	Stakeholder Interview
City of Naples Interview comments	General	Inadequate US 40 road surface crack filling – damage from large trucks – occasion of bad slurry application by UDOT	Maintenance	03/07	Stakeholder Interview
City of Naples Interview comments	Naples	Incorporate Naples bypass data and plan recommendations into the US 40 Study	Misc.	03/07	Stakeholder Interview
City of Naples Interview comments	Naples	Incorporate Naples City Transportation Plan recommendations into the US 40 Study	Misc.	03/07	Stakeholder Interview



Commentor	Issue Location	Comment Summary	Issue Category	Date	Source/Event
City of Naples Interview comments	General	Administrative Note to UDOT: Fund the Implementation of the Plan! – dedicate funds to complete the plan’s project recommendations over time as needed.	Misc.	03/07	Stakeholder Interview
UDOT Maintenance Fred Preibe – Roosevelt	General	Recommend development of 4 lanes throughout corridor to address traffic volumes, reduce congestion and delays, improve safety, reduce conflicts with trucks and accommodate future traffic volumes. If 4 lanes are not developed, then the following improvements are suggested.	Design	03/07	Stakeholder Interview
UDOT Maintenance, Fred Preibe – Roosevelt		MP 114.6 to 114.72 – Extend two lane across Cottonwood Bridge WB	Design	03/07	Stakeholder Interview
UDOT Maintenance, Fred Preibe – Roosevelt		MP 114 to 116.59 – Rotomill and repave Roosevelt Main St.	Maintenance	03/07	Stakeholder Interview
UDOT Maintenance, Fred Preibe – Roosevelt		MP 114 – 116.59 – Remove approx. 1500 ft. of 42” irrigation water line that runs in the outside lane – Install new replacement drain system	Design	03/07	Stakeholder Interview
UDOT Maintenance, Fred Preibe – Roosevelt		MP 116.59 to 116.72 – Extend two lane entering Roosevelt from east in WB lane	Design	03/07	Stakeholder Interview
UDOT Maintenance, Fred Preibe – Roosevelt		MP 120.10 to 121 – Extend passing lane WB at Ft. Duchesne intersection to existing passing lane on hill top if traffic signal is installed	Design	03/07	Stakeholder Interview
UDOT Maintenance, Fred Preibe – Roosevelt		MP 122.5 to 124.44 – Add permissive turn lane with wide shoulders	Design	03/07	Stakeholder Interview
UDOT Maintenance, Fred Preibe – Roosevelt		MP 127.68 to 129.5 or to the junction of US 40 and 88 at MP 130.44 – Add passing lane WB	Design	03/07	Stakeholder Interview
UDOT Maintenance, Fred Preibe – Roosevelt		MP 103.54 – Add acceleration lanes for both EB and WB that turn from the Pleasant Valley Rd. onto US 40	Design	03/07	Stakeholder Interview



Commentor	Issue Location	Comment Summary	Issue Category	Date	Source/Event
UDOT Maintenance, Fred Preibe – Roosevelt		MP 104.7 to MP 104.9 – Extend permissive turn lane WB by the Myton store	Design	03/07	Stakeholder Interview
UDOT Maintenance, Fred Preibe – Roosevelt		MP 109.5 to 111.13 – Extend four lane or add permissive turn lane with widened shoulder EB	Design	03/07	Stakeholder Interview
UDOT Maintenance, Fred Preibe – Roosevelt		Narrow roadway throughout – safety concerns	Safety	03/07	Stakeholder Interview
UDOT Maintenance, Fred Preibe – Roosevelt		Inadequate passing lanes cause safety concerns and delays; short lengths, stops at top of hills, etc.	Design	03/07	Stakeholder Interview
UDOT Maintenance, Fred Preibe – Roosevelt		Narrow shoulders, insufficient width for emergency pulloff – widen throughout corridor	Design	03/07	Stakeholder Interview
UDOT Maintenance, Rod Thurgood – Vernal		General issues / comments / priorities – US 40 is congested in many areas (especially east end of the corridor from Duchesne to Naples) due to increasing traffic volumes and especially due to heavy truck traffic. Safety and congestion issues exist due to insufficient number and length of passing lanes, lack of dedicated turn lanes and accel / decel lanes at high volume truck-use roadways to separate high speed highway traffic from merging vehicles and narrow shoulders that don't provide adequate space for emergency vehicle pulloffs.	Congestion	03/07	Stakeholder Interview
UDOT Maintenance, Rod Thurgood – Vernal		Priorities for issues to be addressed are 1) Intersections, 2) turn lanes and 3) shoulders	Misc.	03/07	Stakeholder Interview
UDOT Maintenance, Rod Thurgood – Vernal		MP 130.4 – dangerous access from SH 88 onto US 40 – conflict with slow moving trucks accessing highway – need accel lane for EB and WB	Congestion	03/07	Stakeholder Interview



Commentor	Issue Location	Comment Summary	Issue Category	Date	Source/Event
UDOT Maintenance, Rod Thurgood – Vernal		MP 133.2 – access to disposal plant has conflicts with slow moving vehicles – access S side – needs accel / decel lanes	Congestion	03/07	Stakeholder Interview
UDOT Maintenance, Rod Thurgood – Vernal		MP 134 (12-Mile Rd.)- access conflict and limited sight distance - with slow moving trucks entering and leaving US 40 – needs protected left turn lane into 12-Mile Rd.	Design	03/07	Stakeholder Interview
UDOT Maintenance, Rod Thurgood – Vernal		Narrow shoulders throughout corridor – insufficient width for emergency pulloff – suggest widening of gravel shoulders and elimination of guardrails	Design	03/07	Stakeholder Interview
UDOT Maintenance, Rod Thurgood – Vernal		MP 140.6 to MP 140.8 – congested / difficult access to N side development	Congestion	03/07	Stakeholder Interview
UDOT Maintenance, Rod Thurgood – Vernal		MP 143.8 (500 W) – delays and congestion due to vehicles leaving US 40 onto 500 W – lack of protected left turn lane onto 500W SB	Congestion	03/07	Stakeholder Interview
UDOT Maintenance, Rod Thurgood – Vernal		141.2 – existing box culvert is too high on the east side	Design	03/07	Stakeholder Interview
UDOT Maintenance, Rod Thurgood – Vernal		Policy Issue: current developer requirements are insufficient to pay for needed improvements to address development impacts	Misc.	03/07	Stakeholder Interview
UDOT Maintenance, Rod Thurgood – Vernal		Policy Issue: UDOT needs more involvement in the local development approval process to address issues / solutions sooner	Misc.	03/07	Stakeholder Interview
UDOT Maintenance, Rod Thurgood – Vernal		MP 145.4 to 148.4 – no drainage control for runoff from US 40, borrow ditches are now gone due to development, some runoff is now running onto private lands w/o control	Design	03/07	Stakeholder Interview
UDOT Maintenance, Rod Thurgood – Vernal		MP 149.8 – turning conflicts due to lack of protected left turn lane EB past Pleasant Valley Acres	Design	03/07	Stakeholder Interview



Commentor	Issue Location	Comment Summary	Issue Category	Date	Source/Event
UDOT Maintenance, Rod Thurgood – Vernal		MP 149.5 to MP 157 – Narrow shoulders – suggest widening to minimum of 8 ft.	Design	03/07	Stakeholder Interview
UDOT Maintenance, Rod Thurgood – Vernal		MP 146 to MP 147 – rutted roadway from heavy truck use	Design	03/07	Stakeholder Interview
UDOT Maintenance Stacy Davis, Strawberry		Narrow shoulders through the Daniels Canyon – no room for emergency pulloffs	Design	03/07	Stakeholder Interview
UDOT Maintenance Stacy Davis, Strawberry		MP 27 – creek is too close to edge of roadway	Design	03/07	Stakeholder Interview
UDOT Maintenance Stacy Davis, Strawberry		MP 30.4 to MP 31.28 – insufficient number of lanes for safety and traffic volumes – suggest adding a 3rd lane	Design	03/07	Stakeholder Interview
UDOT Maintenance Stacy Davis, Strawberry		Heber to Canyon – insufficient number of lanes for capacity and safety – suggest developing 4 lanes throughout this section	Design	03/07	Stakeholder Interview
UDOT Maintenance Stacy Davis, Strawberry		MP 21 – MP 23 (Deep Creek area) – rock fall on roadway	Maintenance	03/07	Stakeholder Interview
UDOT Maintenance Stacy Davis, Strawberry		MP 25.4 (Whiskey Springs) – wildlife strikes	Wildlife	03/07	Stakeholder Interview
UDOT Maintenance Stacy Davis, Strawberry		MP 24 to MP 32 – cattle on roadway, primarily in fall	Wildlife	03/07	Stakeholder Interview
Wasatch County Council and County Sheriff, Interview comments	Daniels Canyon	MP 24 – 37 (through Daniels Canyon) – livestock on roadway, especially in fall – presents safety hazard for motorists and livestock - control fences lacking – lack of determination on responsibility for fence maintenance to control cattle	Safety	03/07	Stakeholder Interview



Commentor	Issue Location	Comment Summary	Issue Category	Date	Source/Event
Wasatch County Council and County Sheriff, Interview comments	Daniels Canyon	High accident rate at MP 54 (Deep Crk to Current Creek – accidents on curve at MP 54-55	Safety	03/07	Stakeholder Interview
Wasatch County Council and County Sheriff, Interview comments	Heber City	School bus stops directly on US 40 – causes traffic backups, dangerous conditions for pedestrians, unsafe passing after bus stop is relieved and traffic resumes	Safety	03/07	Stakeholder Interview
Wasatch County Council and County Sheriff, Interview comments	Daniels Canyon	Dangerous access to Daniels Summit Lodge – cross traffic movements into Lodge are unprotected and merging traffic is much slower than US 40 traffic causing conflicts and safety concerns	Safety	03/07	Stakeholder Interview
Wasatch County Council and County Sheriff, Interview comments	General	Consider adding a dedicated left turn lane and accel/decel lanes	Safety	03/07	Stakeholder Interview
Wasatch County Council and County Sheriff, Interview comments	General	Majority of corridor is congested due to high traffic volumes and conflicts with trucks – consider 4 lane divided highway full length	Congestion	03/07	Stakeholder Interview
Wasatch County Council and County Sheriff, Interview comments	Daniels Canyon	MP 31 - reduction in lanes from 3 to 2	Design	03/07	Stakeholder Interview
Wasatch County Council and County Sheriff, Interview comments	Daniels Canyon	MP 31 – lack of guardrail – steep drop on west side of roadway – both sides of US 40 – safety hazard	Design	03/07	Stakeholder Interview
Wasatch County Council and County Sheriff, Interview comments	General	Angled intersections present visibility / safety concern throughout corridor – suggest straightening where feasible	Design	03/07	Stakeholder Interview



Commentor	Issue Location	Comment Summary	Issue Category	Date	Source/Event
Wasatch County Council and County Sheriff, Interview comments		Tammy Lane approach at project beginning – steep slope up to US 40 – difficult approach and visibility issue	Design	03/07	Stakeholder Interview
Wasatch County Council and County Sheriff, Interview comments	Daniels Canyon	360+ unit development at Soldier Crk – S side of US 40 at MP 50.7 – includes a hotel	Growth/Development	03/07	Stakeholder Interview
Wasatch County Council and County Sheriff, Interview comments	Daniels Canyon	Daniels Summit Lodge – expansion is planned at twice it's current size	Growth/Development	03/07	Stakeholder Interview
Wasatch County Council and County Sheriff, Interview comments	Daniels Canyon	Soldier Crk development will cause traffic conflicts for at access from US 40 - ingress / egress	Growth/Development	03/07	Stakeholder Interview
Wasatch County Council and County Sheriff, Interview comments	Heber City	Bus stops on US 40 – unsafe conditions for both pedestrians and vehicle	Growth/Development	03/07	Stakeholder Interview
Wasatch County Council and County Sheriff, Interview comments	General	Consider requiring new development for residential areas to include bus stops off highway – add policy to UDOT regs and County regs as appropriate	Growth/Development	03/07	Stakeholder Interview
Wasatch County Council and County Sheriff, Interview comments	General	Wasatch Co. is currently experiencing 6% annual growth	Growth/Development	03/07	Stakeholder Interview
Wasatch County Council and County Sheriff, Interview comments	Daniels Canyon	MP 25 – elk on roadway – through Daniels Canyon, at Whiskey Springs from east side of US 40, etc. – dangerous to motorists and elk	Wildlife	03/07	Stakeholder Interview



Commentor	Issue Location	Comment Summary	Issue Category	Date	Source/Event
Wasatch County Council and County Sheriff, Interview comments	General	Hazardous materials in trucks – many placards are wrong	Environmental	03/07	Stakeholder Interview
Wasatch County Council and County Sheriff, Interview comments	Daniels Canyon	No protected bike facility between Heber and Strawberry; Consider adding separated bikepath	Bike/Pedestrian	03/07	Stakeholder Interview
Wasatch County Council and County Sheriff, Interview comments	Daniels Canyon	Insufficient UDOT maintenance on ROW fence through Daniels Canyon	Maintenance	03/07	Stakeholder Interview
Wasatch County Council and County Sheriff, Interview comments	Daniels Canyon	Desire to retain the Strawberry district maintenance shed	Maintenance	03/07	Stakeholder Interview
UHP, Lt. Chugg	General	Dangerous passing – due to insufficient number of and length of passing lanes	Safety	03/07	Stakeholder Interview
UHP, Lt. Chugg	General	Substantial traffic volume increase due to oil and gas development	Congestion	03/07	Stakeholder Interview
UHP, Lt. Chugg	General	Long delays and congestion especially between Duchesne and east end of corridor	Congestion	03/07	Stakeholder Interview
UHP, Lt. Chugg	General	Insufficient lane capacity to handle current traffic volumes	Congestion	03/07	Stakeholder Interview
UHP, Lt. Chugg	Roosevelt	Roosevelt – delays and congestion – insufficient lane numbers and capacity to accommodate traffic volumes without delays and congestion	Congestion	03/07	Stakeholder Interview
UHP, Lt. Chugg	General	Roosevelt to Vernal – congestion and delays due to insufficient lane capacity / lack of passing lanes – especially at a.m. / p.m. peak hours	Congestion	03/07	Stakeholder Interview
UHP, Lt. Chugg		Bridgeland Junction	Intersection Safety	03/07	Stakeholder Interview
UHP, Lt. Chugg		Pleasant Valley Rd.	Intersection Safety	03/07	Stakeholder Interview



Commentor	Issue Location	Comment Summary	Issue Category	Date	Source/Event
UHP, Lt. Chugg		Access to U-Petroleum Store in Myton – no protected left turn	Intersection Safety	03/07	Stakeholder Interview
UHP, Lt. Chugg		L and L Corner in Roosevelt	Intersection Safety	03/07	Stakeholder Interview
UHP, Lt. Chugg	Naples	Naples – conflicts with cars and trucks merging on and off US 40	Intersection Safety	03/07	Stakeholder Interview
UHP, Lt. Chugg	Naples	Conflicts in Naples near new industrial park – truck access is difficult causes delays and congestion	Intersection Safety	03/07	Stakeholder Interview
UHP, Lt. Chugg	Naples	Naples Industrial Park - Accel / decel lane striping is confusing	Intersection Safety	03/07	Stakeholder Interview
UHP, Lt. Chugg	Bridgeland to Myton	Narrow shoulders throughout the corridor – especially Bridgeland to Myton – insufficient width makes for unsafe for emergency stopping, traffic stops, etc.	Design	03/07	Stakeholder Interview
UHP, Lt. Chugg	Myton	West Myton to Vernal Bench – passing lane is too short to accommodate traffic volumes – drivers are making unsafe passing decisions to avoid delays	Design	03/07	Stakeholder Interview
UHP, Lt. Chugg	Duchesne	MP 136 – short sight distance and short passing lane	Design	03/07	Stakeholder Interview
UHP, Lt. Chugg	Vernal	Vernal Truck Route – incorporate into US 40 plans to lessen truck traffic through town	Design	03/07	Stakeholder Interview
Uinta NF, Heber Ranger District, John Campbell	Daniels Canyon	Daniels Canyon - insufficient lane capacity and passing opportunities to meet traffic demands	Congestion	03/07	Stakeholder Interview
Uinta NF, Heber Ranger District, John Campbell	General	Speeds too high	Safety	03/07	Stakeholder Interview
Uinta NF, Heber Ranger District, John Campbell	General	Higher traffic volumes due to growth and development, especially due to the oil and gas industry in the east end of the corridor	Growth/Development	03/07	Stakeholder Interview

Commentor	Issue Location	Comment Summary	Issue Category	Date	Source/Event
Uinta NF, Heber Ranger District, John Campbell	Daniels Canyon	Overuse of Forest Service toilet facilities by highway travelers – Forest Service staff and budget cannot accommodate such high summer usage – up to 4 of the non-lake side (near Strawberry Reservoir) toilet facilities will be closed down summer of 2007.	Growth/Development	03/07	Stakeholder Interview
Uinta NF, Heber Ranger District, John Campbell	General	the Forest Service is seeking partnerships with UDOT for operation and maintenance of toilet facilities to meet traveler needs without exceeding Forest Service budget	Misc.	03/07	Stakeholder Interview
Uinta NF, Heber Ranger District, John Campbell	Daniels Canyon	The pullout west of Daniels Summit needs improved maintenance – potholes, mud, etc. – needs improved grading and perhaps more gravel	Maintenance	03/07	Stakeholder Interview
Thomas Greer, supervisor of the Daniels Port of Entry	Vernal	UDOT Motor Carrier Division is in the process of planning a pull out on Hwy 40 in the Vernal area to be used for weighing & inspecting commercial motor vehicles. It would be a good idea to consult with Ronald Butler (MC Manger), and Richard Clasby (MC Div. Director) in the planning process of Hwy. 40 in that area.	Growth/Development	03/07	Stakeholder Interview
LaDawn Moon	Heber to Duchesne	My first comment is that the lines are too faint from Heber to Duchesne. They are really hard to see at night and especially during the winter. There are a few places that are worse than others.	Maintenance	03/07	Stakeholder Interview
LaDawn Moon	Duchesne to Roosevelt	And it would be nice to have passing lanes from Duchesne to Roosevelt. Once you get behind a truck (which is often) there are few places to pass since there are so many side roads off the main highway which create no passing areas. We don't drive to Vernal as often but there are similar needs for passing lanes from Roosevelt to Vernal also.	Design	03/07	Stakeholder Interview



Commentor	Issue Location	Comment Summary	Issue Category	Date	Source/Event
LaDawn Moon	General	My other comment is that HWY 35 is paved way to often - it does NOT need it every two years. I lived in Hanna and have never seen a road repaved so often especially when it wasn't needed. That road does not get near enough traffic to justify that amount of expenditure. There are so many other roads that money could be used to improve	Misc.	03/07	Stakeholder Interview
Deborah Y. Chatham, Uintah School District, Ft. Duchesne W. Russell Todd School	Roosevelt to Jensen	Highway 40 from Roosevelt to Jensen does not have enough left turn lanes. Accidents happen regularly because people are trying to turn left into their property, and get rear-ended or hit head-on by oil trucks and other vehicles.	Design	03/07	Stakeholder Interview
Deborah Y. Chatham, Uintah School District, Ft. Duchesne W. Russell Todd School	Ft. Duchesne	Another serious concern is that right in front of my school in Ft. Duchesne, there are no school zone signs and the speed limit does not slow down to 20 mph when lights are flashing. This is a serious concern for the children of Todd School. I would like to see a school zone in front of Todd School.	Safety	03/07	Stakeholder Interview
Deborah Y. Chatham, Uintah School District, Ft. Duchesne W. Russell Todd School	Ft. Duchesne	there is no right turn lane for people turning into Todd's parking lot on Highway 40. Vehicles are going 60 + mph and there are regular accidents there when cars slow down to turn into Todd's parking lot, and are then rear-ended. I would like to see a right turn lane into Todd's parking lot on Hwy 40.	Design	03/07	Stakeholder Interview
Deborah Y. Chatham, Uintah School District, Ft. Duchesne W. Russell Todd School	Roosevelt to Vernal	More passing lanes between Roosevelt and Vernal. Truck traffic is slow and many vehicles are passing unsafely because there aren't any passing lanes.	Design	03/07	Stakeholder Interview
Deborah Y. Chatham, Uintah School District, Ft. Duchesne W. Russell Todd School	Roosevelt	I would like to see a center turn lane on Highway 40 from Roosevelt through Gusher.	Design	03/07	Stakeholder Interview



Commentor	Issue Location	Comment Summary	Issue Category	Date	Source/Event
Bruce Dart	General	I think the utility companies should be contacted and have them identify their lines, boxes, etc.	Misc.	03/07	Stakeholder Interview
Bruce Dart	General	Need center left turn lane, truck crossing signs, farmer crossing signs.	Design	03/07	Stakeholder Interview
Roosevelt City, Stakeholder interview	Roosevelt	Priorities for issues to be addressed are 1) Safety (operational and driver experience/happiness) 2) Congestion 3) Design	Misc.	03/07	Stakeholder Interview
Roosevelt City, Stakeholder interview	Roosevelt	Handicapped and small children crossin at 3rd South and US 40 (at Maverick), could use light.	Safety	03/07	Stakeholder Interview
Roosevelt City, Stakeholder interview	Roosevelt	Add signal light at State street and 200 N.	Intersection Safety	03/07	Stakeholder Interview
Central Utah Water Conservancy District, Terry J. Hickman	General	We want to make you aware of the facilities and water deliveries that take place near or across U.S. 40. Depending on how close to Heber City you bein your study area, we have secondary irrigation systems that we operate that cross U.S. 40. We also have irrigation pipelines that cross near the mouth of Daniels Canyon. U.S. 40 sits on the north side of Strawberry Reservoir (Strawberry). We are concerned about preserving the water qualtiy of Strawberry. The Water Hollow Tunnel crosses U.S. 40 at the "Ladders" area. This facility is a critical part of our water delivery operations. U.S. 40 also crosses Currant Creek, which receives discharges from Currant Creek Dam. The timing and amount of water discharge and deliveries is very sensitive, particularly with our requirements to maintain agricultural deliveries and a sport fishery along Current Creek. U.S. 40 crosses Starvation Reservoir via Freedom Bridge, as with Strawberry, we are concerned with preserving the water quality. The Strawberry River is crossed twice by U.S. 40. We discharge water from Starvation Dam into the Strawberry River. We are always concerned about water quality and mintaining our ability to discharge and deliver water for agricultural, sport fishery, and endangered fish species	Environmental	04/07-05/07	Letter from Central Utah Water Conservancy District, re: Corridor Study



Commentor	Issue Location	Comment Summary	Issue Category	Date	Source/Event
		<p>purposes. U.S. 40 crosses the Duchesne River at Myton. We discharge flows into the Duchesne River from Starvation Dam and Knight Diversion Dam for agricultural, sport fishery, and endangered fish species purposes. The District appreciates the opportunity to provide comments and would welcome a meeting with your planning team if you would like more information concerning our facilities and operations.</p>			
Heber Ranger District, John W. Campbell	General	<p>CATTLE: In the past we have had problems when livestock get into the right-a-way there is really no place to get them off the road. We have had a couple of meetings and some talk about construction of some small catch pens to livestock could be herded off the highway and held until the permittee could haul them off. The other concern is that when permittees unload their cattle there is not enough room to get off the highway and it is dangerous try to maneuver the trucks around to get them off highway.</p> <p>Areas where permittees have trouble either unloading or getting across the highway are Dry Canyon, Center Canyon, Row Hollow, McGuire Canyon.</p>	Safety	04/07-05/07	Email



Commentor	Issue Location	Comment Summary	Issue Category	Date	Source/Event
Heber Ranger District, John W. Campbell	General	RESTROOMS: There are 6 vault toilets along Hwy 40 at TelephoneHollow, Rock Quarry, Strawberry River, Coop Creek, Chicken Creek East, and the Ladders. These were installed for winter recreation trailhead facilities. It is estimated that up to 75% of the use year-round use on these toilets is from highway travelers using them as rest areas. The operation and maintenance costs to clean, stock, and pump these toilets is excessive for being designed to accommodate winter recreation use. Many of them will be closed in the summer unless a partnership can be reached to offset the cost of maintaining the "rest areas".	Maintenance	04/07-05/07	Email
Heber Ranger District, John W. Campbell	Daniels Canyon	DISPERSED RECREATION: Daniels Canyon has a variety of dispersed (non-developed) recreation access points. Right now recreation users simply pull off the side of the road to camp, hike, fish, etc. Some recreation development for trailheads or angler access would make using these areas much more safe.	Recreation Facilities	04/07-05/07	Email
Heber Ranger District, John W. Campbell	Daniels Canyon	SIGNS: The signing from Daniels Canyon through Strawberry Valley could be significantly improved. The Forest Service entrance sign in Daniels Canyon is behind a pullout and barrier and is not easily visible. Improvement of the highway signing could be a joint project the US Forest Service and UDOT.	Maintenance	04/07-05/07	Email
Heber Ranger District, John W. Campbell	General	SAFETY: Overall, safety is a big concern along the highway. There are serious crashes on the Heber Ranger District every year that result in fatalities, spills, and other damage. Anything	Safety	04/07-05/07	Email



Commentor	Issue Location	Comment Summary	Issue Category	Date	Source/Event
		done to improve safety would be beneficial.			
Heber Ranger District, John W. Campbell	General	PULLOUTS: There are several pullouts along the highway that could maintained to a better standard, both functionally and aesthetically.	Maintenance	04/07-05/07	Email
Anonymous	Vernal	Left turn lane at all intersections between Naples and Jensen (or make three lanes). Too many accidents as vehicles stop in traffic to make left turns.	Safety	09/07	Public Meeting # 2
Lewis G. Vincent	Jensen	We need in the worst way turning lanes at the above intersections (US 40 3700E/4000S, 5500E/5000S, 6800E, 6000S, 7750E/6000S, 8500E/6000S, 9000E/6000S, 9500E/6000S, AND US40/Hwy 149). What would be better is turning lanes to 7775 East 6000 S then three lanes to 9500 E/6000S (Dinosaur Hwy).	Safety	09/07	Public Meeting # 2
Robert Riddle	Wasatch County	Livestock ROW Fence needed in Daniels Canyon (MP 25-35), Fence Highway away from highway at specific side canyons to reduce livestock strikes and increase safety for traveling people.	Safety	09/07	Public Meeting # 2
	Roosevelt	Need highway signage on US 40 for access to Mortensen Lane on Myton Bench (from both directions)	Safety	09/07	Public Meeting # 2
	Roosevelt	Additional passing lanes between Ballard and the Twist	Safety	09/07	Public Meeting # 2
	Roosevelt	Left turn lane westbound on to Mortensen lane (southeast turn)	Safety	09/07	Public Meeting # 2
	Roosevelt	Raise Project Q and R up in priority	Misc	09/07	Public Meeting # 2
	Roosevelt	Add third lane for passing in Daniel's Canyon near summit on west side (MP 30-35), it's the only remaining two lane segment.	Safety	09/07	Public Meeting # 2



Commentor	Issue Location	Comment Summary	Issue Category	Date	Source/Event
	Vernal	Antelope Creek bridge still needs widening (MP 97).	Safety	09/07	Public Meeting # 2
	Vernal	Center lane/ add lanes: Thre lanes or left turn lanes at intersections between Naples and Jensen (see map provided by citizen).	Safety	09/07	Public Meeting # 2
	Vernal	Uintah River bridges @ MP 102: need to add lanes	Safety	09/07	Public Meeting # 2
	Vernal	Narrow intersection at 101 and U.S. 40.		09/07	Public Meeting # 2
Jamie Brown	Roosevelt and loka Turnoff, from basin builders to stanco insalation	At highway 40 between roosevelt and the ioka turn off the speed is 65 there are bussiness and residential areas in my area (vonsville subdivision). 75 new homes are going in but we have no turn lane and it is getting harder and harder to be able to turn on to the road from highway 40. The person behind you is not slowing down i wonder how many accidents its going to take be for this stretch of the road gets a turn lane.(from basin builders to stanco insalation)	Safety	09/07	Public Meeting # 2
Audry Brittain	Duchesne to Roosevelt	The much needed improvements being made this year between Duchesne and Roosevelt are very much appreciated. Please continue to give thought and effort to upgrading the section of road between Roosevelt and Duchesne. We travel to Roosevelt often for doctors' appointments and have observed motorists taking risks when trying to pass because of long stretches of two lane roads. Thank you for allowing me to comment.	Safety	09/07	Email
Audry Brittain	General	From what I read in the newspaper next year more effort will be made to improve stretches of "the twists" and portions of Hwy. 40 between Vernal and Roosevelt. I applaude your efforts. I know there are never enough dollars to do all you'd like to do. However, it seems a lot of the heavy truck traffic which originates in the Vernal or Roosevelt areas travels through Duchesne and Fruitland on to Salt Lake City (especially the refineries).	Misc	09/07	Email



Commentor	Issue Location	Comment Summary	Issue Category	Date	Source/Event
Elizabeth Hoschouer	North Myton Bench	I travel south on Hwy 40 along the top of North Myton Bench. Just before the road drops off the edge of the Bench, going down the hill toward Myton, I turn left onto the county road called Mortensen Lane. It's a dangerous place because I have to come to a complete stop in the traveling lane. There is only one lane going south down the hill. Two coming north up the hill. I stop at the crest of hill and can hardly see if any cars are coming up the hill. I signal well in advance so cars following me will slow down. There is no safety zone like a left turn lane. I can hardly see Mortensen Lane because it is hidden behind a hill. At night it is impossible to see the Lane until I have passed it and it's too late to turn into it. There has never been a street sign or reflector to show us where the road is. At night I have had to watch for the break in the center striping of the double yellow line. That has been the extent of the very meager visual indicators.	Safety	10/07	Email
Elizabeth Hoschouer	North Myton Bench	I went to the open house Sept 18, to request measures to make the turn safer and more visible at night. The rep wrote my requests on the erase board. It was too late to add a center left turn lane because road plans had already been made and the UDOT crew was already working on Hwy 40 along the top of North Myton Bench. But it was NOT too late to implement my other suggestions. Two days later I found that the striping crew had striped right over where there used to be a break in the striping. Now at night I don't even have a break in the striping to help me see where to turn. And the crew left without even putting up a reflector. Thanks UDOT, you really care about public input at what I now know are phony public open houses. It's still not too late to correct the problem and save your good name. Simply tar over a section of the center double yellow line and erect a reflector post.	Misc.	10/07	Email





Appendix C: Mailing List

Area/Organization	First Name	Last Name	Address	City	State	ZIP
UHP, Uintah Basin Area	Lt. Jeff	Chugg	152 East 100 North	Vernal	UT	84078
UHPWasatch County Area	Lt. Randy	Richie	1042 N. Jordanelle Rd.	Heber City	UT	84032
UDOT Mtn Station, Vernal Area	Rod	Thurgood	318 North Vernal Ave.	Vernal	UT	84078
UDOT Mtn Station, Roosevelt Area	Fred	Priebe	UDOT Region 3, 658 N 1500 West,	Orem	UT	84057
UDOT Mtn Station, Duchesne Area	George "Tyke"	Kargis	UDOT Region 3, 658 N 1500 West,	Orem	UT	84057
UDOT Mtn Station, Tabiona Area	Paul	Baum	Field Box 462	Tabiona	UT	84072
UDOT Mtn Station, Strawberry Area	Stacy	Davis	UDOT Region 3, 658 N 1500 West,	Orem	UT	84057
UDOT Mtn Station, Heber Area	Val	Davis	UDOT Region 3, 658 N 1500 West,	Orem	UT	84057
Area Supervisor, UDOT Region 3	Bob	Westover	658 N 1500 W	Orem	UT	84057
East Area Supervisor	Ervan	Rhoades	658 N 1500 W	Orem	UT	84057
UDOT Region 3, Public Involvement Coordinator	Geoff	Dupaix	658 N 1500 W	Orem	UT	84057
Uintah and Ouray Agency, BIA	Chester D.	Mills, Superintendent	988 South 7500 East PO BOX130	Ft. Duchesne	UT	84026
Uintah and Ouray Agency, Ute Indian Tribe	Natchee	Maxine, Chairperson	PO BOX 190	Ft. Duchesne	UT	84026
DMJM Harris	Mr. Kelly	Harris	935 East South Union Avenue, Suite D-203	Midvale	UT	84047
Uintah Transportation Special Service District	Cheri	McCurdy	P.O. Box 144	Vernal	UT	84078
Building, Zoning and Planning	Matthew	Cazier, Diretor	152 E 100 N (Third Floor)	Vernal	UT	84078
Chamber of Commerce Commission	Mike	McKee, Chairman	134 West Main 152 E 100 N	Vernal Vernal	UT UT	84078 84078
Facilities Maintenance/Management	Kelly	Hays, Title Facilities Supervisor	147 E Main	Vernal	UT	84078
Flood Control/Highway Engineering	Administration		1483 E 335 S	Vernal	UT	84078
Uintah Recreation District	Park Operations		134 W Main	Vernal	UT	84078
Road Department	Quenton	Johnson	1483 E 335 S	Vernal	UT	84078
Uintah County Sheriff	John	Larsen	152 E 100 N	Vernal	UT	84078
Uintah County School District	635 West 200 South	Charles	Nelson, Superintendent	Vernal	UT	84078

Area/Organization	First Name	Last Name	Address	City	State	ZIP
Uintah County School District	635 West 200 South	Russell	Anderson, Transportation Coordinator	Vernal	UT	84078
Duchesne County Commission	W.R. Rod	Harrison	734 North Center	Duchesne	UT	84021
Duchesne County Commission	Larry	Ross		Duchesne	UT	84021
Duchesne County Sheriff	Merv	Gustin	21554 West 9000 South P.O Box 985	Duchesne	UT	84021
Planning and Zoning Commission	Kirk	Wood	734 North Center Street PO BOX 317	Duchesne	UT	84021
Community Development Administrator	Michael	Hyde	P.O. Box 910	Duchesne	UT	84021
Duchesne County Administrator			734 N Center PO Box 910	Duchesne	UT	84021
County Road Department	Forrest	Bird, Supervisor	20800 East River Road	Duchesne	UT	84021
Duchesne County Chamber of Commerce	Irene	Hanson	50 East 200 South	Roosevelt	UT	84066
Duchesne County Chamber of Commerce	Alice	Larsen	50 East 200 South	Roosevelt	UT	84066
Duchesne County Chamber of Commerce	Linda	Ludstrom	50 East 200 South	Roosevelt	UT	84066
UHP, Section 5 Duchesne, Uintah and Daggett Counties	Keith	Squires Capt	152 East 100 North	Vernal	UT	84078
Duchesne County School District	900 East Lagoon 124-6 or PO Box 446			Roosevelt	UT	84066
Wasatch County Planning Office			188 S Main	Heber	UT	84032
Wasatch County Clerk/Auditor's Office	Brent	Titcomb	25 N Main	Heber	UT	84032
Council Office and Chambers	Steve	Farrell	25 N Main	Heber	UT	84032
Wasatch County Manager	Mike	Davis	25 N Main	Heber	UT	84032
Wasatch County Sheriff's Office			1361 S Highway 40	Heber City	UT	84032
Public Works	Kent	Berg, Director	805 West 100 South	Heber City	UT	84032
UHP, Section 7 Summit and Wasatch Counties	Lt. Michael S.	Mergin	1042 N Jordanelle Blvd	Heber City	UT	84032
Wasatch School District	Kris	Allen, Transportation Supervisor	101 East 200 North	Heber	UT	84032
Executive Director of the Utah Division of Indian Affairs	Forrest S.	Cuch, Member of Ute Indian Tribe	324 South State St.	Salt Lake City	UT	84111
Ute Indian Tribe, Fort Duchesne	Cameron	Cuch	PO BOX 789	Fort Duchesne	UT	84026
Tribal Council, Ute Indian Tribe	Maxine	Natchees, Chairwoman	PO Box 190	Fort Duchesne	UT	84026
Heber City Main Office	Mark	Anderson	75 North Main Street	Heber	UT	84032
Heber City Mayor	David	Phillips	75 North Main Street	Heber	UT	84032
Heber Planning Department	Allen	Fawcett	75 Main, Room 200	Heber City	UT	84032
Heber Police Chief	Ed	Rhoades	301 South Main	Heber	UT	84032



Area/Organization	First Name	Last Name	Address	City	State	ZIP
Duchesne Mayor	Clint	Park	PO BOX 974	Duchesne	UT	84021
Roosevelt Mayor	Russell	Cowan	255 South State Street (36-8)	Roosevelt	UT	84066
Roosevelt City Manager	Brad	Hancock	255 South State Street (36-8)	Roosevelt	UT	84066
Roosevelt Chief of Police	Rick	Harrison	255 South State Street (36-8)	Roosevelt	UT	84066
Community Planning and Development	Allen	Parker, Transportation Supervisor	447 East Main Street, Vernal City Office	Vernal	UT	84078
Vernal City Manager	Kent	Bassett	447 East Main Street, Vernal City Office	Vernal	UT	84078
Vernal City Police Department			437 East Main St.	Vernal	UT	84078
BLM	Gary	Kenczka	170 South 500 East	Vernal	UT	84078
Forest Service			88 West 100 North or PO Box 1428	Provo	UT	84601
Duchesne County, County School District	Mark	Mecham	P.O. Box 446	Duchesne	UT	84021
Duchesne County Sheriff	Travis	Mitchell	P.O. Box 985	Duchesne	UT	84021
Duchesne County Road Support	Glen	Murphy	P.O.Box 356	Duchesne	UT	84021
City of Duchesne, City Council	Richard	Ivis	165 South Center	Duchesne	UT	84021
City of Duchesne, Clinton Park			E 650 N	Roosevelt	UT	84066
Duchesne County Special Services District	Carrie	Mascaro, Director	P.O. Box 390	Duchesne	UT	84021
Roosevelt City Public Works	Jay	Mitchell	255 South State Street (36-8)	Roosevelt	UT	84066
Roosevelt Planning Administrator	Roger	Eschler	255 South State Street (36-8)	Roosevelt	UT	84066
Roosevelt City Public Works	Cory	Dresk	255 South State Street (36-8)	Roosevelt	UT	84066
Roosevelt City Public Works	Rick	Harrison	255 South State Street (36-8)	Roosevelt	UT	84066
Roosevelt City Public Works	Kirby	Wolfinger	255 South State Street (36-8)	Roosevelt	UT	84066
Roosevelt City Public Works	Clyde	Stansfield	255 South State Street (36-8)	Roosevelt	UT	84066
Roosevelt Council Administrative Secretary	Carolyn	Wilcken	255 South State Street (36-8)	Roosevelt	UT	84066
Roosevelt City Council	Robert	Yack	255 South State Street (36-8)	Roosevelt	UT	84066
Roosevelt City Council	Dave	Woostenhulme	255 South State Street (36-8)	Roosevelt	UT	84066
Roosevelt City Council	Guy	Coleman	255 South State Street (36-8)	Roosevelt	UT	84066
Roosevelt City Council	Lane	Yack	255 South State Street (36-8)	Roosevelt	UT	84066
Roosevelt City Council	Vaun	Ryan	255 South State Street (36-8)	Roosevelt	UT	84066
Uintah County Commissioner	Darleen	Burns	152 E 100 N	Vernal	UT	84078
Uintah County Commissioner	David	Haslem	152 E 100 N	Vernal	UT	84078

Area/Organization	First Name	Last Name	Address	City	State	ZIP
Uintah County Sheriff's Dept	Jeff	Merrill	152 E 100 N	Vernal	UT	84078
Uintah County Sheriff's Dept	John	Laursen	152 E 100 N	Vernal	UT	84078
Uintah County Sheriff's Dept	Keith	Campbell	152 E 100 N	Vernal	UT	84078
Uintah Co. Fire District	Jeremy	Raymond	152 E 100 N	Vernal	UT	84078
Vernal City Council	Cal	Dee Reynold	447 East Main	Vernal	UT	84078
Vernal City Road Department	Glade	Allred	447 East Main	Vernal	UT	84078
Vernal City Police Department	Gary	Jensen	447 East Main	Vernal	UT	84078
Naples City Mayor	Dean	Baker	1420 E. Weatherby Dr.	Naples	UT	84078
Naples City Public Works	Bruce	Lee	1420 E. Weatherby Dr.	Naples	UT	84078
Naples City Council	Dale	Bowden	1420 E. Weatherby Dr.	Naples	UT	84078
Naples City Manager	Craig	Blunt	1420 E. Weatherby Dr.	Naples	UT	84078
Wasatch Co. Council	Neil	Anderson	25 N Main St.	Heber City	UT	84032
Wasatch Co. Council	Val	Draper	25 N Main St.	Heber City	UT	84032
Wasatch Co. Sherifff	Ken	Van Wagonner	1361 S. Highway 40	Heber City	UT	84032
Uinta NF, Heber Ranger District	John	Campbell	P.O. Box 190	Heber City	UT	84032
Executive Director of the Utah Division of Indian Affairs	Barry	Jensen	P.O. Box 190	Ft. Duchesne	UT	84026
Uintah/Ouray Agency	Dina	Peltier	P.O. Box 130	Ft. Duchesne	UT	84026
Uintah/Ouray Agency	Karnal	Murdock	P.O. Box 130	Ft. Duchesne	UT	84026
Uintah School District			161 N 1000 W	Vernal	UT	84078
Wasatch School District	Wasatch Education Center		101 East 200 North	Heber	UT	84032
City of Ballard			2100 E 800 S	Ballard	UT	84066
City of Myton			160 E Main	Myton	UT	84052
UDOT Systems Planning	Dan	Kuhn	P.O. 143600	Salt Lake City	UT	84114-3600
FHWA Utah Division	Reggie	Lisle	2520 West 4700 South, Suite 9A	Salt Lake City	UT	84118
Utah Division of Wildlife Resources	Walt	Donaldson	PO Box 145610 1594 W. North Temple, Suite 2110	Salt Lake City	UT	84116
US Army Corps of Engineers	Corey	Loveland	533 West 2600 South, Suite 150	Bountiful	UT	84010
Simplot Phosphates LLC	John	Spencer	9401 N. Hwy 191	Vernal	UT	84078
Division of Water Resources	Todd	Stonely	1594 W. North Temple, Suite 310 PO Box 146201	Salt Lake City	UT	84114-6201
Utah Department of Wildlife Resources	Miles	Hanburg	152 E 100 N Suite #9	Vernal	UT	84078
Utah Department of Wildlife Resources	Ashley	Green	1115 N. Main St.	Springville	UT	84663
Heber Ranger District, Recreation, Lands, Special Uses	John	Campbell	2460 S. Hwy 40 P.O. Box 190	Heber City	UT	84032